

# ALL HANDS

JULY 1981



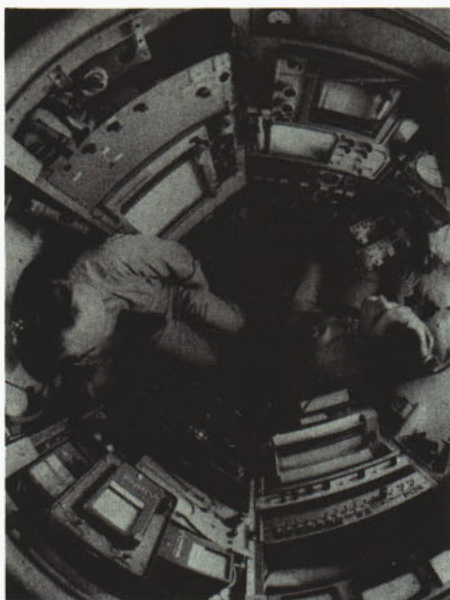


Oct 1988  
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Three-year-old Christopher Michael Egnor and Admiral Thomas B. Hayward, Chief of Naval Operations, agree that Navy uniforms are a source of pride. Chris' uniform includes a scaled-down version of the traditional bell bottoms but with only seven buttons instead of 13. Chris' brother, Dental Technician Third Class Andy L. Egnor, serves aboard USS John F. Kennedy (CV 67), homeported in Norfolk, Va. His father, Russ Egnor, is a Navy civilian employee and a retired chief petty officer.





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Back: Sunset over the harbor of St. Marys, Ga., near Kings Bay where the Navy is building its largest East Coast submarine support base. Photo by JO1 Lon Cabot.

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JOBS

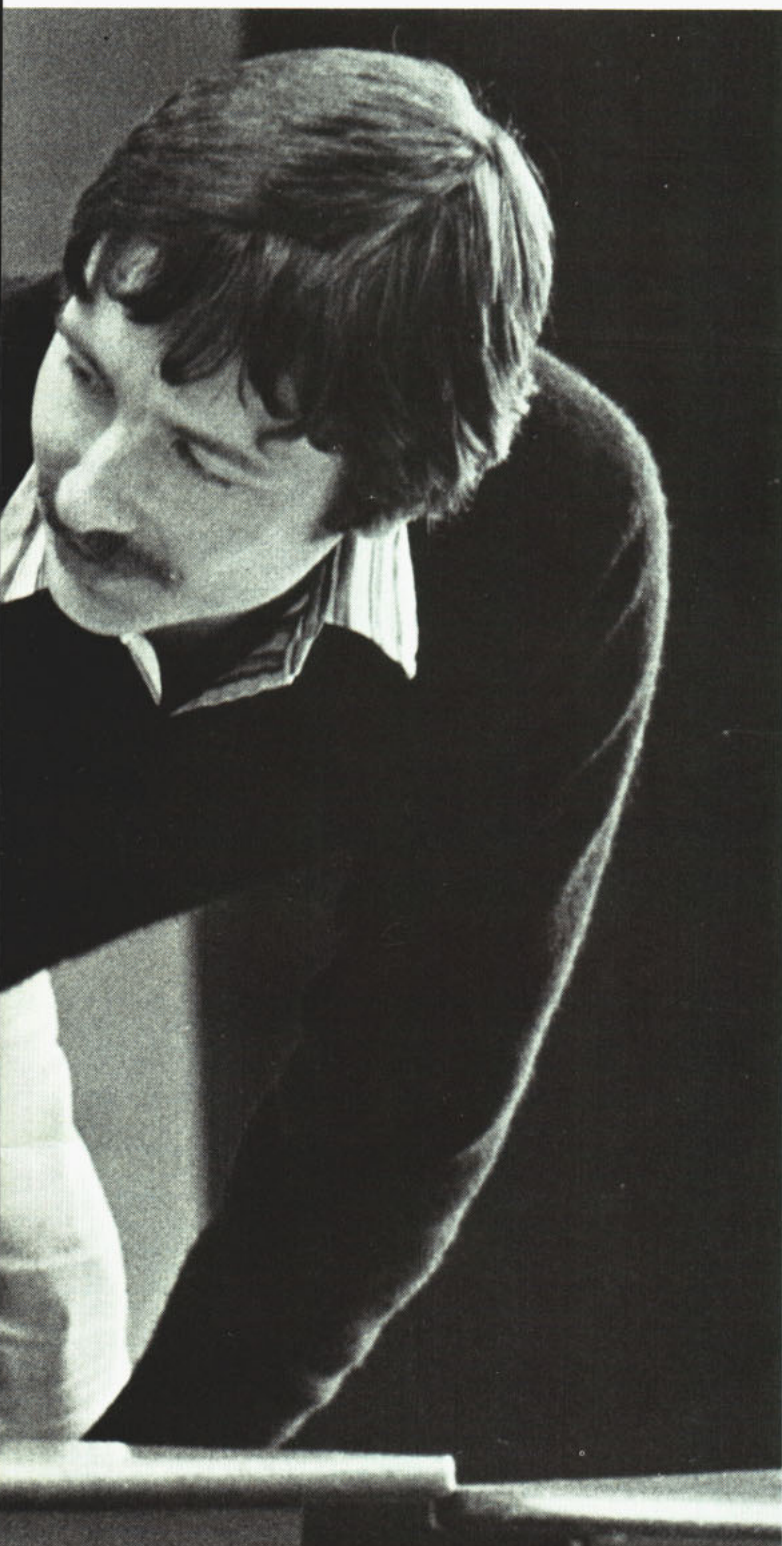
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# Another Way





# to 'A' School



Self confidence and "A" school preparation are the foundation blocks of a new Navy training program by the odd name of JOBS—Job Oriented Basic Skills.

JOBS provides "A" school preparatory training for sailors who have the potential but not the necessary entry scores for "A" school. The four-to-eight-week courses cover the basic skills and knowledge a seaman would need to complete "A" school.

"JOBS has built up my self-confidence, and I have found that I can do anything if I want to do it," said a recent JOBS graduate.

"It has prepared me for 'A' school because I know what to expect," added another.

But one summed it up best: "It

*JOBS instructor explains class material to a student while another student (below) concentrates on improving his typing.*





# JOBS

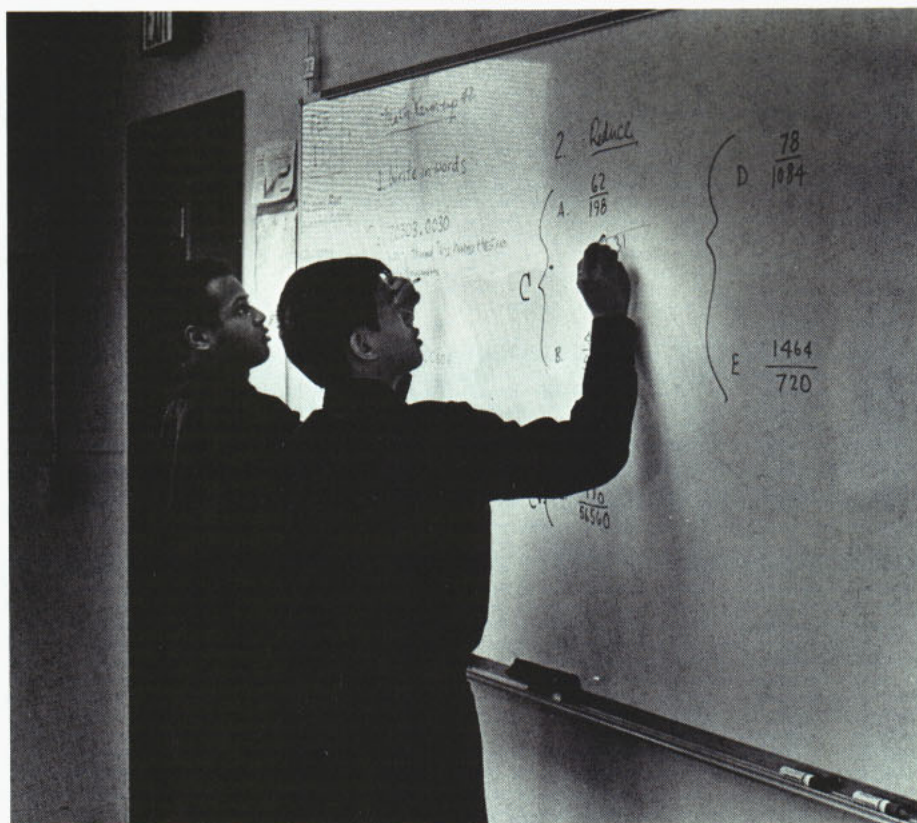
builds up faith, courage and confidence. It just really helps."

The favorable responses come from sailors thankful for an opportunity to succeed within the Navy and in life in general.

For the U.S. Navy, JOBS is a way to help combat attrition problems and the decline in the number of school eligibles. It also focuses on the potential of highly motivated people rather than on skills already acquired.

"JOBS was initiated by the Chief of Naval Personnel to counter the decline in 'A' school eligible persons coming into the Navy; to give those sailors with a low ASVAB/AFQT score an opportunity for upward mobility through the ranks," said Commander George Anastasi, deputy of the enlisted program implementation branch in OpNav.

*Right: JOBS' students work on math problems. Below: An instructor demonstrates the use of electronic test equipment. Opposite page: The JOBS training center in San Diego.*





"The decline in school eligible personnel isn't because more people are less talented. There's just not as much available manpower in general because of low birthrates in the '60s; that, coupled with the fact that we are facing stiff competition from the civilian sector for the same manpower pool."

Through the 1-year-old program, Navy men and women who demonstrate motivation and the potential for good performance have three pathways into JOBS.

By the direct path, a recruit would go into JOBS training right after boot camp. Under the selected fleet return path, a recruit would be flagged during enlisted classification for future JOBS training after spending six to 18 months with the fleet.

The third access is the newly-designed, fleet-recommended path. A commanding officer can recommend those who demonstrate good performance, motivation, military bearing and conduct.

Almost 2,900 "A" school billets are available at Navy training centers in San Diego, Great Lakes, Ill., Memphis, Tenn. and Meridian, Miss. Eventually, Orlando, Fla., will be added to the list.

Today, some 32 ratings are offered in the program and eventually, a total of 36 ratings will be offered. Most of

the ratings offered under JOBS are in the Navy's critically undermanned rates.

"JOBS training is very narrowly focused. It just covers the basics," said the commander. "And because of its focus, we had to select ratings with basic similarities. So at the time of development, we looked at the Navy's critical ratings for our selections. Those rates also had available seats in the 'A' schools."

The course areas are in marine engineering, electronics, navigation, operations and administrative/clerical. The open ratings in each field are:

#### **Marine Engineering:**

Boiler Technician—BT

Engineman—EN

Machinist's Mate—MM

#### **Electronics:**

Aviation Electronics Technician—AT

Aviation Anti-submarine Warfare

Technician—AX

Aviation Fire Control

Technician—AQ

Fire Control Technician

(Guns)—FTG

Gunner's Mate (ASROC

Technician)—GMT(A)

Gunner's Mate (Guns)—GMG

Electronics Technician

(Communications)—ET

Sonar Technician—STG(6YO)

Electronics Warfare Technician—EW

#### **Navigation:**

Quartermaster—QM

#### **Operations:**

Operations Specialist—OS

Ocean System Technician—OT

Aviation Anti-submarine Warfare

Operator—AW

Sonar Technician

(Surface)—STG(4YO)

#### **Administrative/Clerical:**

Personnelman—PN

Yeoman—YN

Storekeeper—SK

Aviation Storekeeper—AK

Disbursing Clerk—DK

Aviation Maintenance

Administrativeman—AZ

New courses recently added to the JOBS program are in gas turbine engineering, electrical and ordnance. These fields include the following rates:

#### **Gas Turbine Engineering:**

Gas Turbine Systems

Technician—GSM

#### **Electrical:**

Aviation Electrician's Mate—AE

Electrician's Mate—EM

Construction Electrician—CE

Interior Communication

Electrician—IC

#### **Ordnance:**

Aviation Ordnanceman—AO

Mineman—MN

Torpedoman's Mate—TM

Gunner's Mate (Bomb

Technician)—GMT(B)

"JOBS's real value to the Navy is not only in filling our manpower requirements," said Anastasi, "but also in providing an opportunity for training and promotion for Navy people.

"This program is for highly motivated people. Of the 655 JOBS graduates so far, 75 percent have successfully completed 'A' school. To date, the program is a success with still more potential for the Navy and those eligible for it."

Sailors desiring more information on JOBS and its requirements should contact their command career counselor or see OPNAV Notice 1514, April 8, 1980.

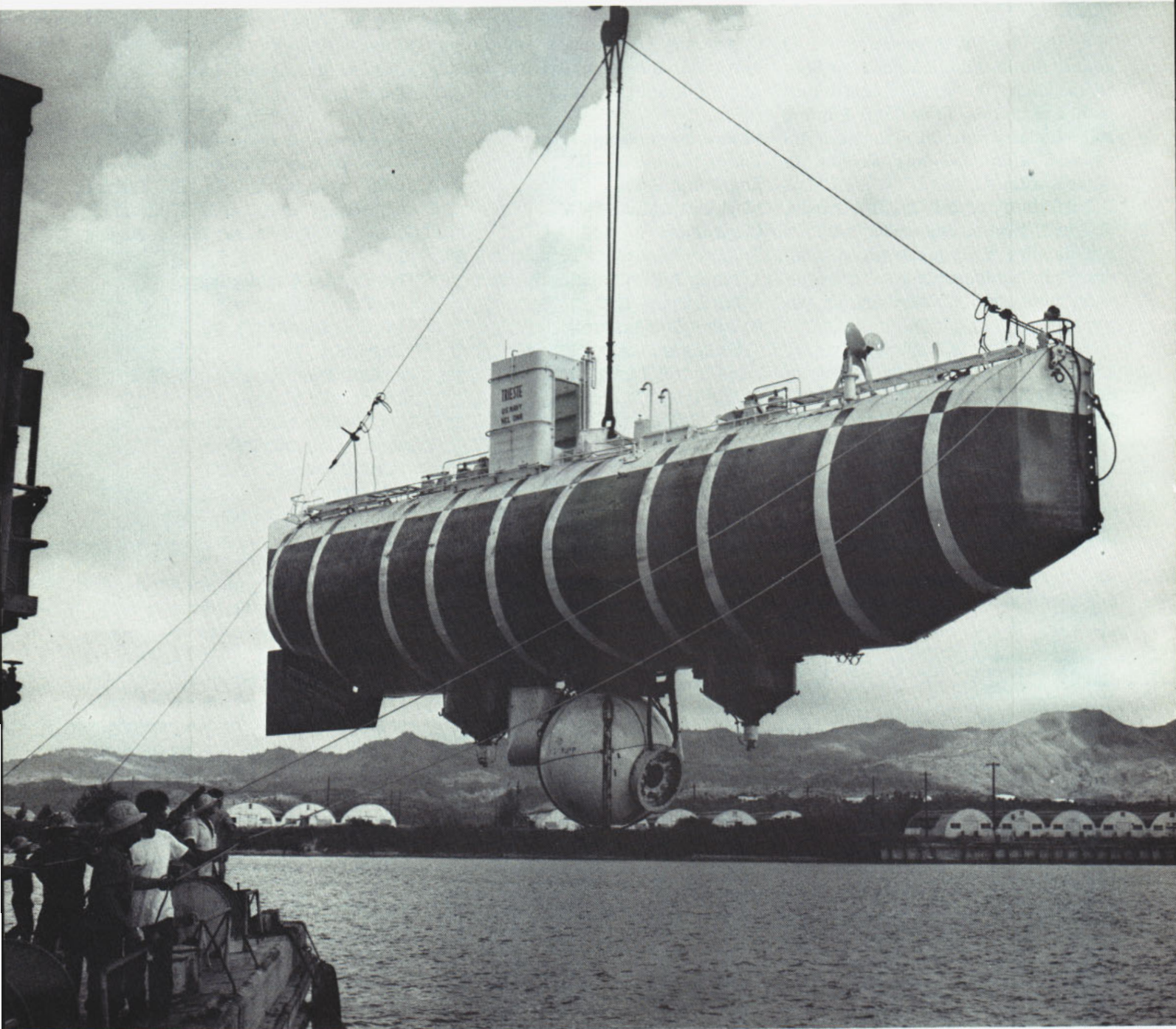
—Story by JOC James R. Giusti





Grains of Salt

# Trieste- Balloon of the Deep





The weather in the Western Pacific was fair but the sea was far from calm that historic day of Jan. 23, 1960. Nonetheless, USS *Lewis* (DE 535) launched its motor whaleboat and began to ferry the two pilots toward their "balloon" which was still under tow some 400 feet astern of the USS *Wandank* (ATA 204).

The "balloon" was Jacques Piccard's bathyscaph *Trieste*, and the dive it was about to make would begin a new era in undersea exploration for ocean scientists and the Navy.

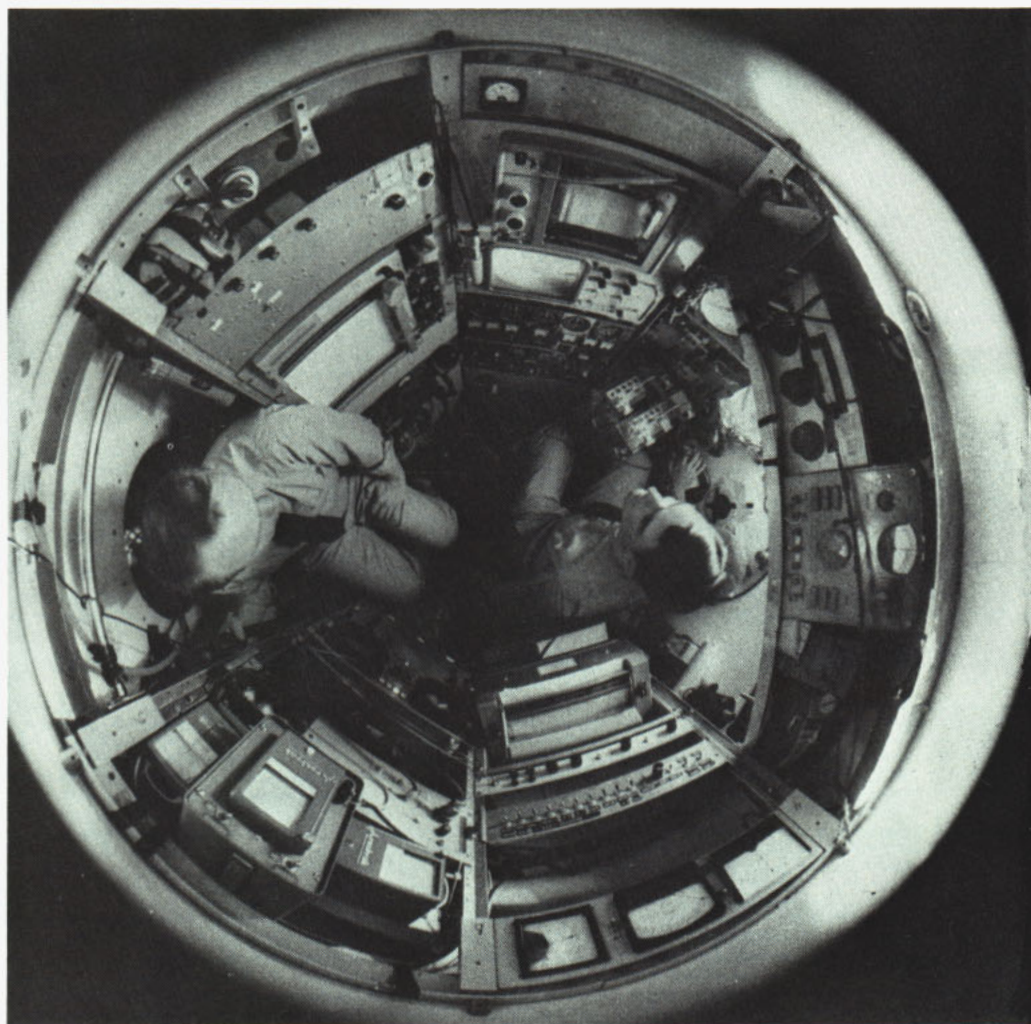
Once aboard the bobbing craft, the pilots and their two assistants—who had arrived by rubber boat earlier—began to inspect *Trieste* for any towing damage caused by heavy seas. Etched on the faces of the four was disappointment—the 6-foot waves had pounded loose a surface telephone, made inoperative the tachometer which would have indicated speed of descent and ascent and left dangling the vertical current meter. Things didn't look good.

Undaunted, inventor-pilot Jacques Piccard checked *Trieste's* other systems. All else was well; the journey was on.

After Piccard gave last-minute instructions to the topside crew, he and Navy Lieutenant Don Walsh dropped below into the "gondola" and tightened the single bolt hatch behind them.

For eight hours and five minutes the two would work inside the 17-cubic-foot space as *Trieste* slowly and silently sank beneath the ocean swells destined for the inner reaches of earth, down into the "Challenger Deep."

Challenger Deep in the Mariana Trench lies roughly 220 miles southwest of Guam and is one mile deeper than Mount Everest is high. Its name alone issued the challenge Piccard and



Walsh were seeking to conquer. And conquer they did.

For nearly seven miles the hydro-nauts dove until finally they gently touched bottom at 35,800 feet—where the deepest known abyss in the world exists.

With nearly 200,000 tons of water pressing on the gondola from all sides, the two pioneers kept busy recording various data. After 20 minutes on the floor of the world, the bathyscaph began the slow and dangerous return trip to the surface, reaching it in three hours, 17 minutes. The ocean's deepest frontier had been reached. Piccard, Walsh and the U.S. Navy had conquered inner space.

Ironically, *Trieste's* success had been made possible through studies in the stratosphere. It was in the high skies that the idea for the bathyscaph was born.

It began when Piccard's father, Auguste, invented and built the first air-tight cabin back in the late '20s. He

reasoned that planes had to fly at very high altitudes in order to escape bad weather.

So, the elder Piccard took to the sky sailing stratospheric balloons as high as 50,000 feet to prove his point. Professor Piccard opened the area of high altitude aircraft, much to the embarrassment of newspaper people who had termed his exploits as "impossible" and "not very careful."

Using the balloon's physics principles for low pressures and high altitudes, he conceived the same sort of system and the same kind of cabin for exploring the deep and thus created the bathyscaph.

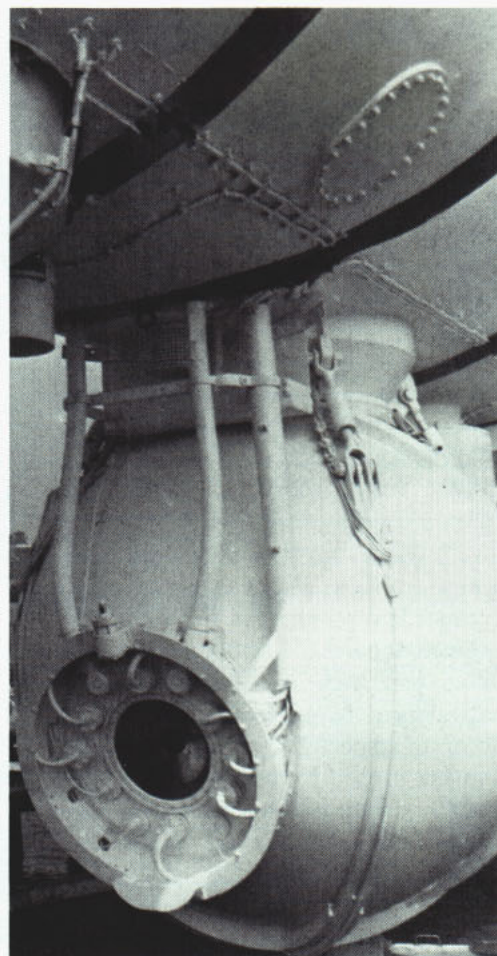
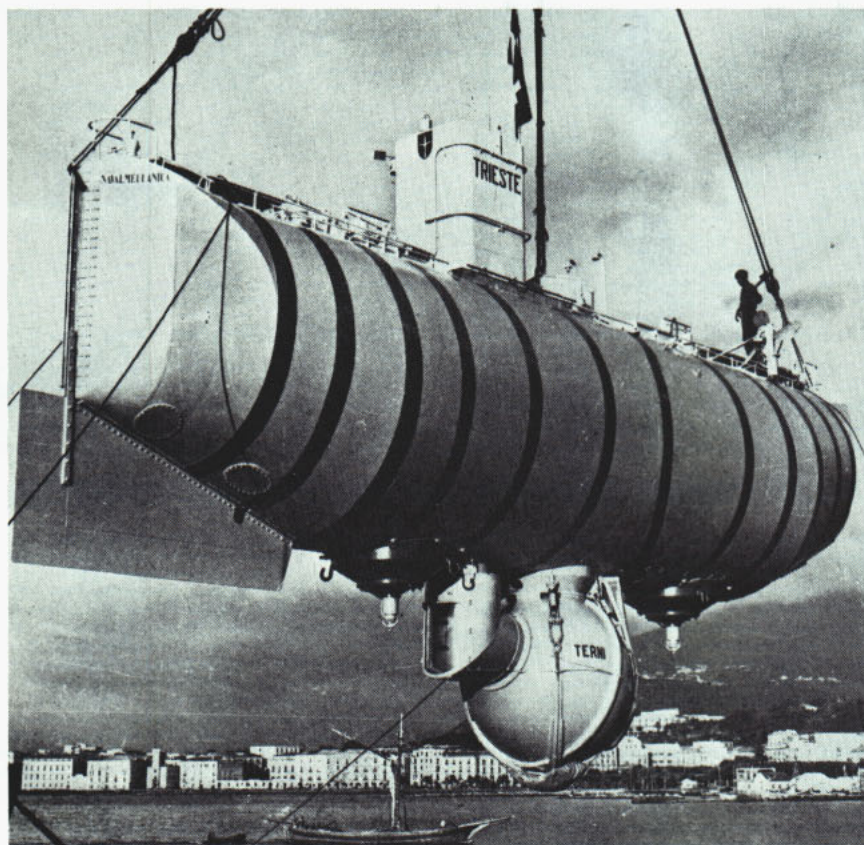
His bathyscaph (Greek for "deep boat") was to work exactly as his free balloons had. In other words, no lines would be attached to a mother ship. In 1937, Auguste set to building the first deep boat. But construction was cut short at the outbreak of World War II.

Following the war, the professor continued to work on his dream until

*Left: Trieste hangs motionless, awaiting placement on docking blocks for maintenance. Upper right: Trieste's gondola, only 6½ feet in diameter, held two crewmen and served as control center and scientific outpost.*



# Trieste



Left: Trieste prepares for a fitness dive. Above: A close-up view of the observation sphere or gondola.

finally, in 1948, off Dakar in French West Africa, the prototype bathyscaph, FNRS-2 (FNRS-1 was the stratospheric balloon) made its baptismal dive. That first dive was the last time Jacques would witness the drama from the surface of the sunlit ocean. Henceforth he would be the pilot sealed in the sphere.

The dive wasn't entirely successful; the craft's superstructure was damaged. Even so, the beginnings of manned descent into the deep had been recognized.

The National Fund for Scientific Research in Belgium, which had sponsored construction of FNRS-2, was coming under fire from the press for supposedly wasting money on what the press termed a "mad" project. The FNRS-2 was turned over to the French navy for modification.

In 1952, in collaboration with Switzerland (their home country) and also Italy, the Piccards set to work building a new and improved bathyscaph. The new submersible was named *Trieste* in honor of the support rendered by the

Italian town of that name.

The float was constructed in Monfalcone, Italy; the sphere was manufactured in Terni, Italy. Scientific and navigational devices were forwarded from Switzerland, Germany and northern Italy and accumulated at Castilammare di Stabia on the southern shore of the Gulf of Naples. At the civilian shipyard, the Navalmeccanica, construction of the entire bathyscaph took place.

In August 1953 *Trieste* made its maiden voyage to the not-so-incredible depth of five fathoms (30 feet). As bugs were ironed out in test dives over the next several years, *Trieste* dove deeper and deeper, gathering more technical information with each descent.

Just as things were looking up, difficulties again cropped up with sponsorship in Europe. Salvation, however, soon arrived. At the end of a speaking engagement to a group of engineers in London, Jacques met and talked with Dr. Robert Dietz of the U.S. Navy's Office of Naval Research. That con-

versation opened the door to the ocean and eventually the conquering of the Challenger Deep.

In 1956 Dietz visited Italy to look over *Trieste*. The doctor liked what he saw and invited Piccard to Washington, D.C., to discuss the bathyscaph's future as a U.S. submersible. ONR decided to use *Trieste* for a series of scientific dives in the Mediterranean during the summer of 1957. The object was to evaluate the usefulness of *Trieste* as a research tool.

It made 26 plunges between 1,000 and 2,000 fathoms obtaining optical and acoustical measurements, making biological observations and measuring gravity—things it could accomplish more exactly than surface craft due to its motionless stability.

The oceanographers and underwater sound specialists who had conducted the Mediterranean dives concluded *Trieste* was the desirable submersible



for Project Nekton I—an exploratory dive to the deepest point in the Pacific Ocean, the Challenger Deep.

In 1958 the Navy bought *Trieste* and moved it to California where it was re-assembled to make several dives in the waters off San Diego. During those tests it was discovered that in order for the bathyscaph to survive the pressure 35,800 feet below the surface, a stronger, thicker-walled gondola or sphere would be required.

After a German-made sphere was constructed and installed, *Trieste* and crew headed to the Western Pacific island of Guam where they broke depth records of 18,600 and 24,000 feet before the final test, the successful taking of the Mariana Trench.

As Auguste Piccard had risen into the stratosphere to prove his points, so did his son Jacques plunge to the depths to prove his. The Navy's decision to take the big dive had paved the way to the culminating moment of Piccard's action-packed life. Piccard

had triumphed and so had the Navy—if one was able to dive to the deepest, then diving to any lesser depth should pose no problem.

In the years that followed 1960, *Trieste's* contributions proved invaluable to the U.S. Navy and to ocean science. *Trieste* had done much to increase the store of oceanographic information, but in April 1963 its biggest job was undertaken—to locate the wreckage of USS *Thresher*, a nuclear submarine which had sunk 220 miles off Boston in 8,400 feet of Atlantic water.

The crew sighted *Thresher* at the bottom, but *Trieste's* float was in weakened condition after 10 years of operations, and it was decided to forgo further dives and return the bathyscaph to its home port in San Diego for modifications.

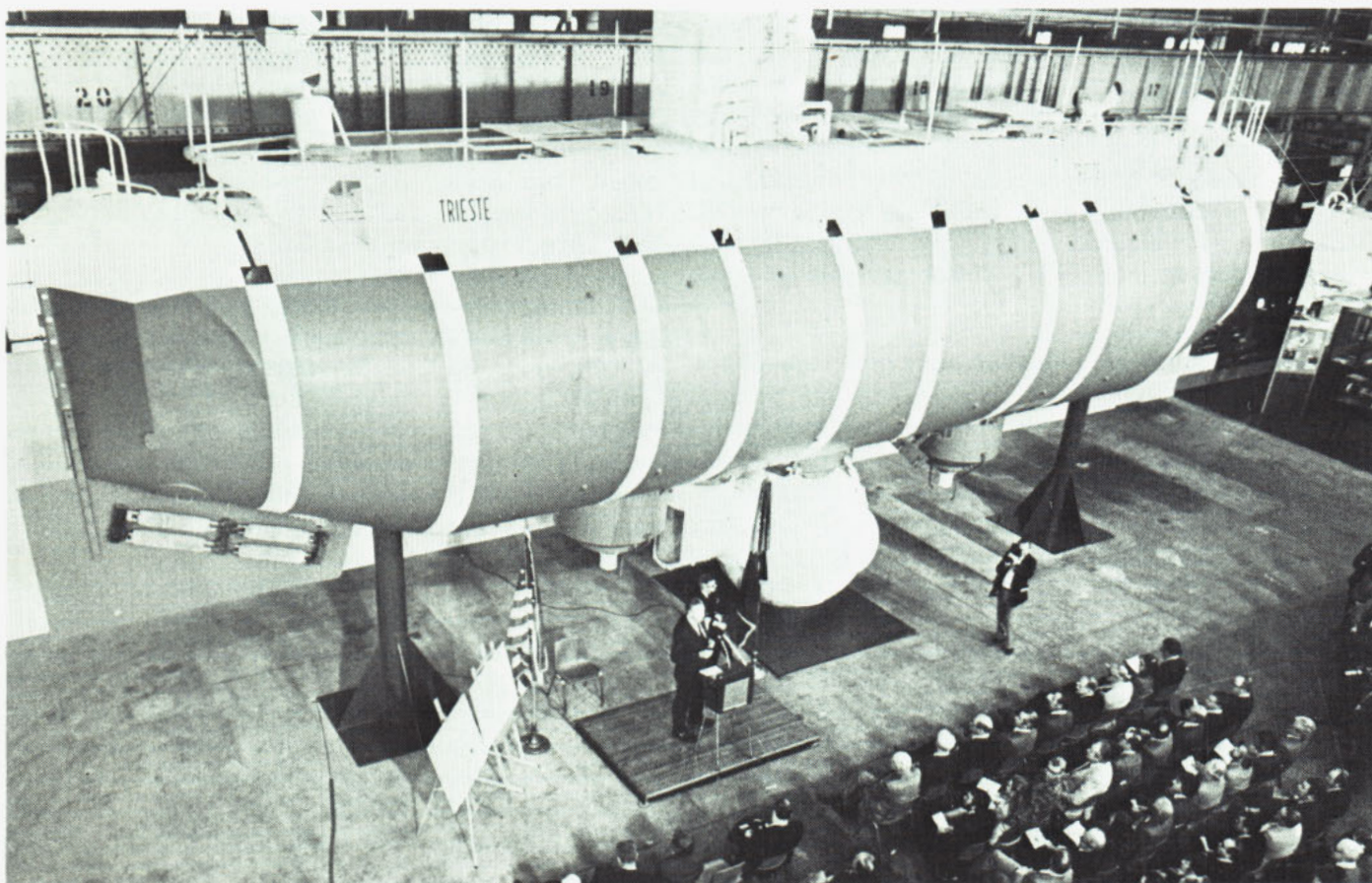
So extensive were the changes, the craft was renamed *Trieste II*. Seven and one-half feet longer and 3½ feet wider, *Trieste II* returned to Boston

and this time, located, photographed and brought back to the surface pieces of *Thresher*. *Thresher* was a secondary target in that mission; the main objective was to develop techniques for locating any future submarines in distress.

Today the original deep-sea pioneer rests in the Navy Museum at the Navy Yard in Washington, D.C. It had the proud distinction of serving as the building block upon which the design and operation of a new family of vehicles, the deep submergence rescue vehicles, would be based.

—Story by JO2 J.D. Leipold

*Below: Trieste's historic dive to 35,800 feet was commemorated recently at the Navy Memorial Museum in Washington, D.C., where the bathyscaph now rests.*





# Career Counselor

## Doing it with Style

Navy Counselor First Class Cornell E. Jones had served 15 years in the Navy. Hard as it may be to explain, Jones decided he needed a change. So, he left the Navy and became a traffic control officer for the Chicago Police Department.

But Jones found that his Navy ties were still strong and, in his free time, he began working with Naval Reserve personnel and recruits entering the Navy under the advanced paygrade program. Soon, he realized that he had finally found what he wanted to do: counsel young people and help them plan their careers. It had taken him 15 years to make that decision; perhaps if he had received such help earlier, it wouldn't have taken him so long to find his niche in life.

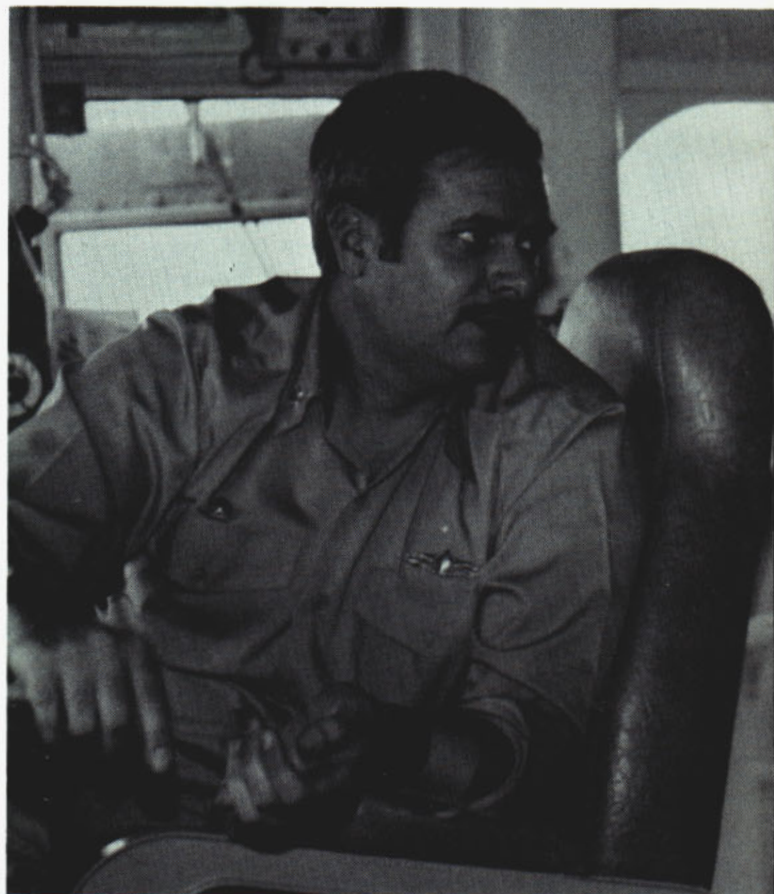
Jones re-entered the Navy and was accepted for a rate conversion to Navy career counselor. It took two-and-one-half years for him to realize his ambition. Today, Navy Career Counselor First Class Cornell E. Jones is command career counselor of USS *Ingersoll* (DD 990), homeported in San Diego. He recently was interviewed by Ensign Peter A. Johnstone and Radioman Second Class Chris C. Douthit. All Hands feels it is worthwhile to share that interview with its readers.

**Q.** *What caused your jump from Navy to civilian life?*

**A.** I wanted a break from routine, and I had personal problems to take care of. I just wanted to try something different to see what the outside was like. Working for the Chicago Police Department was one of the greatest experiences in my life; many of their rules and regulations were similar to those in the Navy. At that time, as an ex-sailor, it was easy to fall into the routine of the police department.

**Q.** *Why did you reconsider joining the Navy?*

**A.** I joined when I was 17 and spent the next 15 years and three months in the Navy. I grew up, so to speak, in the Navy; it was there that I spent my early adult years. But even while I was working with the Chicago Police Department, I always thought about coming back on full-time active duty. I especially missed the travel and the many close friends I had made in the Navy.



**Q.** *Returning to the Navy was a big step. But the step to NC was even bigger. What made you convert to NC?*

**A.** While serving and traveling throughout the Navy with many different units, I met many people and saw the Navy as a whole. I found that the younger sailors today don't really know what the Navy has in terms of jobs, activities, programs and various other benefits available to them. I honestly believe the Navy is a good organization with many rewards as long as a person knows where to find them and knows how to apply for them.

**Q.** *Did your job with the Chicago Police Department help you as a Navy career counselor?*

**A.** Yes, it did. As a traffic control officer in the Chicago Loop area, most of my assignments had to be done with tact. I picked up many styles in dealing with all kinds of people, from my supervisors to the pedestrians. I was a direct representative of the Chicago Police Department, so I use many of those styles in my dealings with people in the Navy.

**Q.** *Realizing that perhaps an unbiased answer is impossible, do you consider the NC rating a boon to the Navy?*

**A.** I believe the NC rating is one of the most necessary (if that term can properly apply to any Navy rating). Since being aboard *Ingersoll*, I have noticed that not only junior, but also senior people are not aware of all their existing options. Now, they have begun to take note of programs available to enhance their outside education. These programs are readily accessible through me, or I can direct a person to other sources.





Retention percentages on *Ingersoll* have gone up, but this is not necessarily an indication of the job I've been doing. However, it does show that retention rates *do* go up when there is a career counselor aboard whose only job is career counseling. Aboard many ships today we have well-meaning collateral duty counselors. No matter how strongly they feel or how hard they work, they simply can't apply themselves as fully as a man whose only job is an NC. They have other unrelated things to worry about. The NC rating is rapidly growing and we hope to soon have a qualified NC aboard every afloat unit with the manning requirements to warrant one.

**Q.** *Can you tell us about some of the programs currently available?*

**A.** The most widely used program aboard *Ingersoll* is the GUARD III program. This offers a guaranteed assignment to a duty station, sea or shore duty, if the duty station has an opening. If there is no available position I will try to locate a substitute position which would be acceptable to the applicant.

The second most widely used program aboard is the SCORE program. SCORE (Selective Conversion and Re-enlistment) gives the applicant a chance to convert to another rate and be given a quota to the applicable school or schools necessary. SCORE requires a re-enlistment of six years.

Another program available to those who do not wish to change rates, but want to further their knowledge in the rating they now hold, is the STAR (Selective Training and

Re-enlistment) program. STAR guarantees assignment to a class "A" or "C" school, an automatic advancement to petty officer second class in rates listed in the career school listing and a re-enlistment bonus if the applicant is eligible.

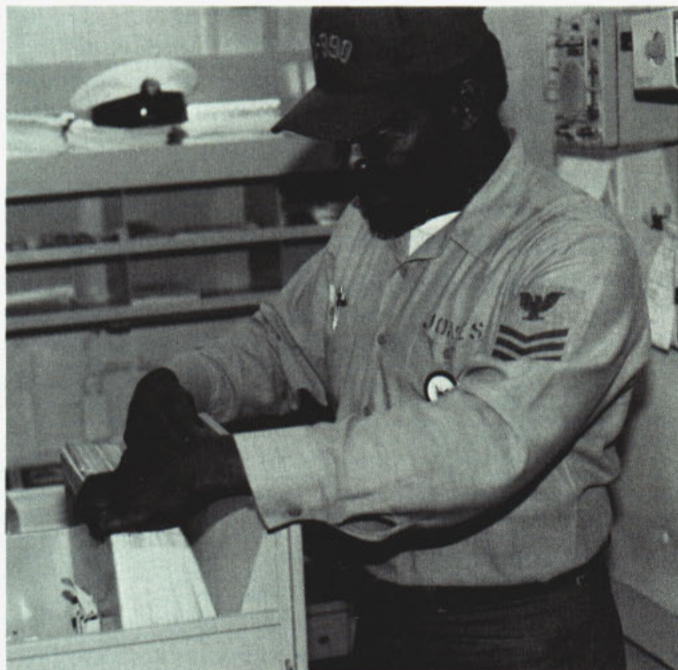
Officer programs for those who want to receive a commission also are available. For highly motivated people who in one way or another were deprived of a proper education, the BOOST program can lead to the Naval Academy or an NROTC unit.

For the person who already has college credits, the Enlisted Commissioning Program is available. This program allows the qualifying applicant a commission via Officer Candidate School.

A program designed for the career designated enlisted is the Enlisted Education Advancement Program. EEAP gives Navy people the opportunity to attend a participating junior or community college to achieve an associate of arts/science degree relating to their individual rates.

For those who entered the Navy for the first time after Dec. 31, 1976, Veteran's Educational Assistance Program allows them to save from \$50 to \$75 a month toward higher education. The government will give \$2 for every dollar saved by the individual, up to a total of \$5,400.

These are just a few of the many programs available to Navy people. As I mentioned before, many people are not aware of the many programs offered by the Navy. It's my job to inform and direct personnel aboard *Ingersoll*, but it still takes drive and initiative on the part of the individual before an objective is realized. It can be done.



*Top left: NC1 Cornell Jones with Ingersoll's commanding officer, Commander E.R. Fickenscher III. Above: His files are voluminous but Jones can put his finger on career counselor information in a matter of seconds.*



## Anything But a Conventional Base

Navy bases will never again be built in the conventional manner if Naval Submarine Support Base Kings Bay, Ga., is any indication of future construction trends. Instead, the Navy will create its new bases, placing each one into the existing environment by using nature as the primary asset.

After years of planning and numerous studies, the Navy developed a master plan for the more than 12,000 acres at Kings Bay, located on the southeastern coast of Georgia, about 40 miles north of Jacksonville, Fla. It makes wise use of the vast stretches of pine woods and of the fresh and salt water marshlands by turning them into design elements rather than obstacles.

"One challenge we face here at Kings Bay is to build a base for the future while supporting a fleet mission right now," said Captain Richard Currier, commanding officer.

Kings Bay, like Submarine Base Bangor, Wash., will be home for the *Trident* submarines of the future. It currently serves as home for the submarine tender USS *Simon Lake* (AS 33), floating dry dock USS *Oak Ridge* (ARDM 1) and the *Poseidon* submarines of Submarine Squadron 16.

The Navy had its first look at Kings Bay in 1975 when it seemed certain that a revised treaty with Spain would call for withdrawal of a fleet ballistic missile submarine squadron from Rota.

Site selection studies were initiated by the Chief of Naval Operations not

only to find a new base for the *Poseidon* FBMs, but also a home for submarines retrofitted for the *Trident I* missile. The new site also had to accommodate future submarine base development.

More than 60 locations on the Atlantic and Gulf coasts of the United States were considered. By 1976 the field had been reduced to five: Mosquito Lagoon, Fla., Narragansett Bay, R.I., Charleston, S.C., Cheatham Annex, Va. and Kings Bay.

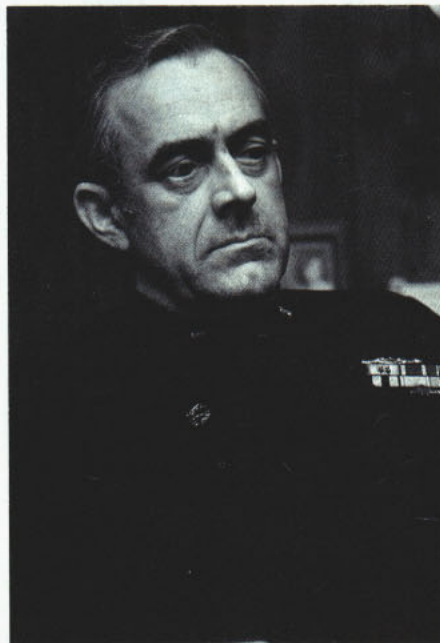
Factors used in the final selection included cost, area involved, environmental considerations, potential to accommodate population growth, explo-

sive safety land requirements, operational considerations and adequate harbor facilities. A flag level selection board convened by the Chief of Naval Operations reviewed comprehensive reports and preliminary environmental impact statements on each site before submitting its recommendations to the Secretary of the Navy. The SecNav then announced that Kings Bay would best meet the Navy's needs.

"First we identified all the requirements," said Lieutenant Commander Chuck Rushing, environmental officer on the staff of Officer in Charge of Construction *Trident*. "We planned the action we would take to meet those requirements, analyzed all our alternatives and then identified all the effects constructing the base would have on both the physical environment and the local communities."

Numerous engineering and planning studies identifying every area that could possibly be affected by establishing a base at Kings Bay resulted in an environmental impact statement for NSSB Kings Bay.

Questions and answers about community and fiscal impact aired by the surrounding communities were included. It was filed with the Environmental Protection Agency in 1977 after extensive public hearings in Georgia and Florida. Like the EIS filed



Capt. Richard A. Currier, commanding officer, NSSB Kings Bay, Ga., coordinates the challenges of a growing naval base.





*Downtown St. Marys, Ga., (left) with its scenic waterfront (bottom) serves as host for a growing naval complex including the floating dry dock (below) USS Oak Ridge (ARDM 1).*





# Kings Bay

for the Bangor complex, the Kings Bay EIS played an important role in helping the Navy safeguard the region's environment.

The nucleus of the Kings Bay staff reported aboard January 1978. That was the same month the Secretary of the Navy announced Kings Bay as the site of the new submarine support base. The initial group helped with the area's transition from Army to Navy control and established a rapport with the local community.

Kings Bay, once an Army ocean terminal, was built in the late 1950s as a staging area for ammunition and explosives in the event of a national emergency. It had been under caretaker status by the Army for two decades before the Navy arrived. So, although military presence was not unusual, local residents were concerned about the impact a buildup of Navy activity would have on their communities.

"I can't stress enough how im-

portant it was to consider the impact on the environment two to three years before the buildup actually began," said Captain Eric Wilson, deputy OICC *Trident*. "There wasn't enough time to do this when the Navy began constructing its *Trident* base in Bangor several years ago. That was probably the biggest lesson learned from Bangor."

Unlike Bangor, initial planning for the development of Kings Bay consisted of in-depth studies to determine the effect a gradual population growth would have on the surrounding communities. State and federal agencies and local governments were involved from the outset.

"Honesty," said Rushing, "has been our most important tool. We never denied that building the base would change the environment, the community and the ecological balance of the area to some degree.

"We're being as careful as possible to recognize all constraints. When we

identify an area that is going to be affected, we go to the pertinent wildlife people or the human resources people and discuss it very openly."

When EIS studies revealed Kings Bay was a habitat for the West Indian manatee—a relative of the sea cow—and the Eastern Indigo snake, construction began only after steps were taken to protect these endangered species.

Another example of the hand-in-hand relationship the Navy has with various agencies is in the disposal of material dredged from the base's 10-mile channel. By working closely with environmental agencies, the Navy found that not so much marshland had to be filled in as was first thought necessary. Instead, the Navy disposed of nearly 13 million cubic yards of dredged material in specified upland areas. This helped preserve the area's valuable marshlands.

Another way of working with—rather than against—the environment



*Above: A member of a civilian contracting firm maneuvers a bulldozer at the Kings Bay housing site. Right: Navy engineers and planners hold weekly meetings to review progress of construction. Upper right: Solar fields and underground storage tanks are part of the heating and cooling system for the Kings Bay housing area.*







is the sewage treatment facility's land application process. It pipes sewage from around the base to the treatment facility where it is processed. The liquid is then piped into the surrounding forest and sprayed through sprinklers.

"From a construction standpoint," said Lieutenant Commander Skip Sims, NSSB Kings Bay public works officer, "being here gives a person the opportunity to participate in bringing a naval base out of the trees. It's mind boggling to see changes that have taken place since I first saw Kings Bay in 1977."

A 1990 projected scale model of Kings Bay looks like a perfectly designed community—one that might well be featured in a popular homes magazine. Ponds dot the landscape; buildings are tucked neatly between heavy stands of pines.

Before designing the buildings, architects toured several coastal Georgia communities. As a result, all of the buildings will be done in a

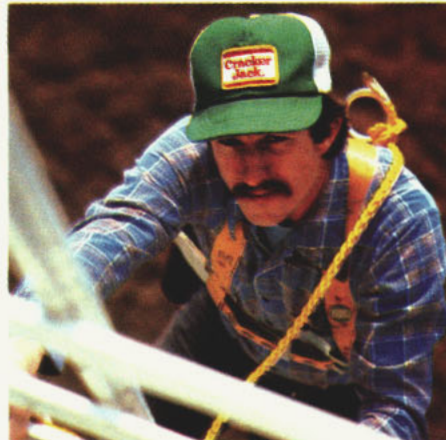
modern style, using elements of Georgia's traditional architecture.

The Navy doesn't claim sole credit for the past or future changes at Kings Bay. Civilian contractors have played a key role in helping develop the area from a dormant base to the growing community that exists today.

"Most of the general services at Kings Bay like ground and vehicle maintenance, water and sewage treatment facilities, fire department and security services, are being provided by civilian contractors through our base operating service contract," said Sims.

The *Trident* Training Facility, one of the largest complexes planned for Kings Bay, will serve as the axis for the

*Below left: Mayor Robert Edenfield of Kingsland also serves as chairman of the Kings Bay Steering Committee. Below right: David Manning, a supervisor at the base water and sewage plant, climbs up to inspect the base's 750,000-gallon water tank. Bottom: Mike Nettles, St. Marys city manager, played a major role in compiling the initial EIS for Kings Bay.*





# Kings Bay

*Right: Power lines are inspected near the water treatment facility. Below: Throughout construction at Kings Bay, the work days include supporting an active naval base. Bottom: Workmen put the finishing touches on the base fire department.*





community. "When the base is completed," said Rushing, "all the services a person needs to carry out his daily routine will be located within walking distance."

Even base housing won't be far from the center of base services. Housing, too, has been designed with the environment in mind. Like other buildings on base, homes will reflect elements of traditional coastal Georgia architecture and will be set in among stands of pines. Houses will be built in clusters, allowing room to accommodate the growing base population.

Approximately 250 housing units are planned for opening this year. Eventually, there will be 400 on-base units.

Other features of the master plan are the small ponds and the maze of dirt roads. The ponds will retain the area's natural drainage pattern so that wetlands and swamps can be protected. The dirt roads running around roughly 100-acre tracts of sprawling woodlands were designed to retain the environmental beauty, while being a practical feature as well. Fire trucks, bulldozers and other heavy equipment will be able to travel quickly and easily over the roads in case of an emergency such as a fire in the woodlands.

"Soil limitations, the location of wildlife feeding areas and the preservation of archaeological sites were all taken into consideration," said Rushing.

Local colleges helped the Navy identify areas which have been tagged as valuable in terms of archaeological history. In the early 20th century, the Kings Bay area consisted of large private estates on nearby Cumberland Island. Historically, interest in the area dates back to the 1500s when the Spanish came to what is now Georgia.

Thus, creating a base at Kings Bay posed a challenge not only in terms of preserving the region's environment but also in preserving the area's sense of history.

Among the technologically advanced features incorporated into the master plan are different energy sources that will provide utility services. Heating and cooling for the housing area, for

example, will be through a mechanical system that includes solar fields, underground storage tanks and water-to-air heat pumps. Water heated by the energy collected in solar panels will provide hot water. It also will heat the housing clusters when it is forced through the water-to-air heat pump system.

A thermal plant will provide heating and cooling for other base facilities using coal as a primary energy source. The plant will be designed to also burn wood products if that becomes feasible in the future.

Electricity will be purchased from the most readily available source, the Georgia Power Company; but water stored in a 750,000 gallon tank will come from on-base wells. Waste water discharged from fleet units at Kings Bay will be treated and recycled into the bay.

"The only water discharged from the afloat units is cooling water," said

Sims. "Bilge water from the tender and submarines is stripped of oil, then piped into the sewage system, treated and discharged. It's a system that was ahead of what the law required but it's helping us protect our water resources."

Most of the waterfront facilities to accommodate the *Trident* submarines which will be based at Kings Bay will serve the same purpose as those built in Bangor. A submarine will come into the bay, go through the explosive handling wharf, unload its missiles, then move from the wharf to the refit pier to undergo an 18-day refit period. Dry dock facilities will also be available at the waterfront.

When the waterfront sequence is completed, the submarine will go out

*Because natural beauty at Kings Bay is an asset to the construction master plan, heavy stands of pines will enhance Navy housing.*





# Kings Bay

to sea for a couple of days of sea trials, come back up to the handling wharf and pick up its missiles. When it's ready to leave, it will go through a deperming pier and head out to sea on patrol.

The biggest difference between the waterfront facilities at Bangor and Kings Bay will be their positioning along the shoreline. Engineers at Bangor had to locate most of the facilities far enough offshore to avoid interfering with the migration of salmon up the Hood Canal. Engineers at Kings Bay were not faced with that environmental restriction. Here, the waterfront facilities will be built into the coastline.

Recreation and special services also are being given high priority at Kings Bay.

"One of our biggest programs," said John Groller, director of Kings Bay's Recreation and Clubs Department, "was worked out with Crooked River State Park, which is about two-and-one-half miles north of the base. We have 13 hard-top campers, boats and boat motors we rent to people on base and we've arranged campsites for trailers and boating facilities at minimal cost."

If weekend camping does not fit with the recreational likes of people at Kings Bay, Groller and his staff maintain a trailer and gear issue room that can probably meet just about all local tastes in recreation. "Even if it's just providing information on where a person can find the right equipment for a special activity, we try to meet the needs of the individual," said Groller.

The Kings Bay area is a virtual sportsman's paradise. Hunting and fishing are the best in coastal Georgia; nearby parks, rivers and national seashore and wildlife areas offer a variety of activities.

A bus owned by special services is used for recreation, too, so that people can get to larger metropolitan areas in groups to see plays, attend ball games or just to enjoy a day of shopping.

"The auto hobby shop will be the first new recreation facility available for use," said Groller. "That's ex-

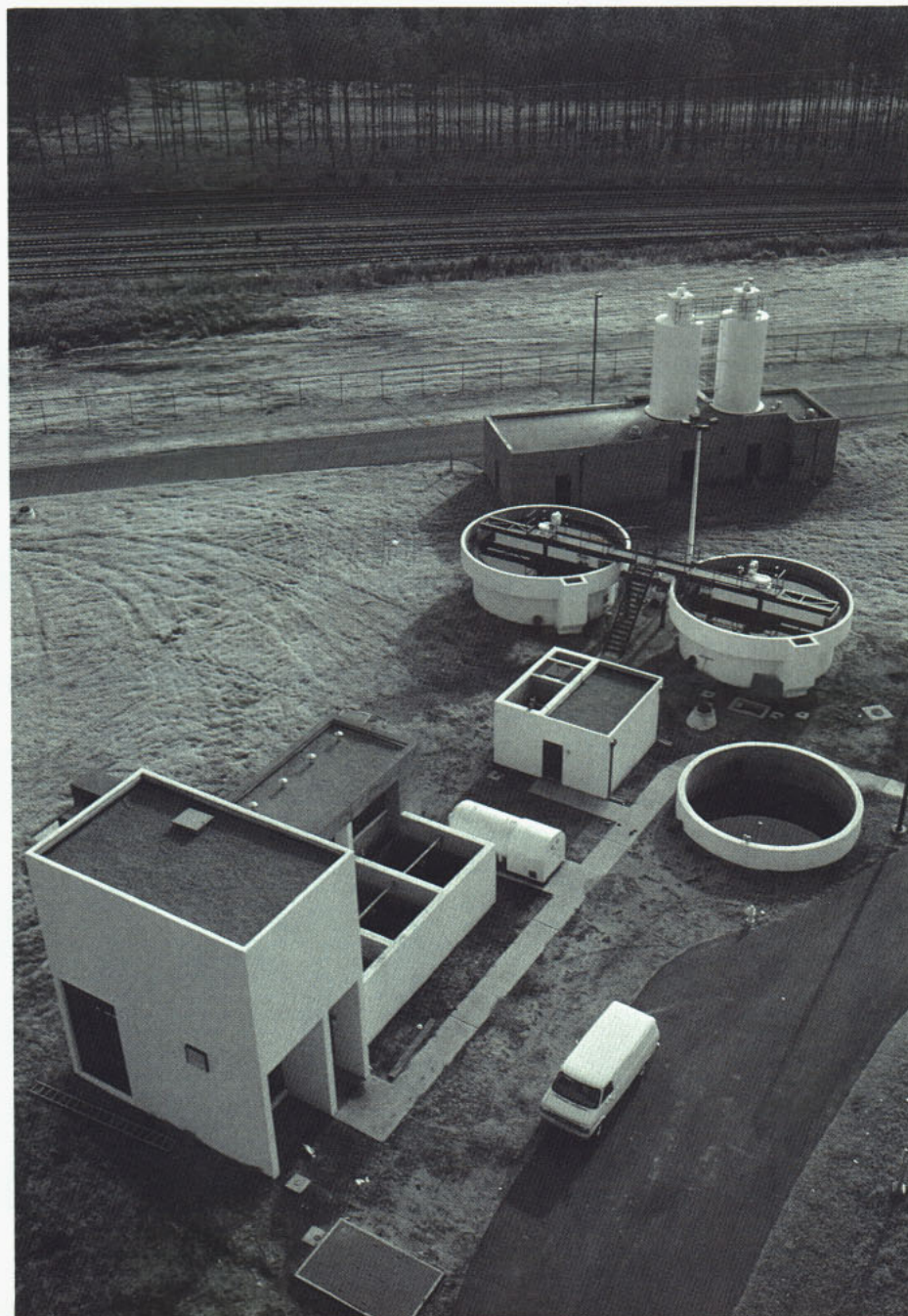
pected to open around June. Our base gymnasium will even use solar power. The bowling center is expected to be open for business around January of next year. Other facilities including a swimming pool, athletic fields and a large athletic complex will open in 1982.

"The recreational services—including the bus—are also designed to meet the needs of dependents," said Groller. "We have a teen club, a youth center and an intramural sports program that helps link the base, dependents and people from the waterfront area with the communities around us."

Although Kings Bay has a small convenience store and medical and dental facilities, active duty people and their dependents also rely on the larger services at the naval facilities in Jacksonville, Fla., where many of them live.

"Jacksonville has really helped us out," said Currier. "They've augmented our base services until we get ours fully operational. And, although it's a good distance to travel, there's very little that the people here can't find in the way of family services."

Other elements growing with the base are the small communities that





surround Kings Bay. As the Navy settles into its new home, it is also settling into the rural lifestyle of communities like St. Marys, Kingsland and Woodbine, the three largest communities in Camden County.

The Kings Bay Steering Committee, formed in 1977 by community leaders from the Kings Bay area, has grown in the last few years to include representatives from Florida, where a segment of the Kings Bay population has chosen to live. The committee has played an important role in bringing their communities and the Navy together.

Kingsland's Mayor Robert Edenfield, steering committee chairman, explained the group's purpose: "The steering committee was formed to act as a go-between for the Navy and the communities. We actually began when the three community mayors (St. Marys, Kingsland and Woodbine), five county commissioners and some citizens from around Kings Bay got together to discuss the Navy's arrival.

"The favorable endorsement for the Navy's move into Kings Bay was quite lopsided. When we voted on the Navy coming into the area, I guess the vote counted something like 240 for the Navy and 47 against."

Mayor Edenfield made several trips to the Navy's Submarine Base Bangor, Wash., early in the development of Kings Bay. He found out from civic leaders in Bangor and the neighboring communities what changes had occurred when the Navy moved into those areas.

"I was told to get the Navy involved in the community. We did that and I'm darn glad we did. Today, many Navy people are contributing their time and talents to local organizations such as churches and civic groups."

Mike Nettles, city manager for St. Marys—the largest city in Camden County's 656-square-mile area—said some of the residents were apprehen-

sive about the Navy's presence.

"But, I think it's been borne out that the Navy hasn't been a factor in changing the lifestyles of the community here," he said.

One of the people involved with compiling the first draft of the environmental impact statement on NSSB Kings Bay, Nettles sees the Navy as having a positive influence on the economic growth of the communities surrounding the base.

"I have a tendency to be optimistic about the Navy being here," said Nettles. "My background is planning, so I see the Navy creating new economic thresholds which will bring larger commercial activity to the area in the way of retail facilities and professional services."

"One of the biggest pluses the Navy has going for it is that they didn't put themselves on one side of the fence and the community on the other," said Carlton Roberts, publisher of the *Camden County Tribune* and president of the St. Marys Kiwanis Club.

"A good indication of the involvement the Navy has within the com-

munity is that a master chief assigned to the submarine tender at Kings Bay was recently elected to the St. Marys City Council," said Mayor Edenfield. "I think that shows the positive strides the Navy and the community are taking together."

Community involvement in many forms, whether in local government, civic action or social functions, has undoubtedly been a keystone to what appears to be a successful foundation for a professional Navy community.

Whether setting up a Navy League, organizing a Sea Cadet group, participating in local intramural sports programs or sponsoring open house on base, the Navy has extended its hand of friendship to the communities.

"As far as I'm concerned, and I think that a good number of the community here feel the same way, the Navy couldn't have hand picked better individuals to establish a base here than the people who have been with us from the start and those who are here now," said Roberts.

—Story and photos by JOI Lon Cabot



*While new complexes like the Kings Bay water treatment plant help support a growing naval complex (left) natural beauty (right) still abounds around Georgia's southeastern coastline.*



# Honored as Oldest Active Ship in Fleet





If someone tells you that a certain destroyer tender's age can be determined by reversing its hull number, and that it happens to be the oldest active ship in the fleet, you'd better believe it. That someone is not just whistling "Dixie."

Forty-one-year-old USS *Dixie* (AD 14) was commissioned April 25, 1940, and has yet to feel the touch of the scuttler's torch or the mothball-slather of gray paint against its hull.

Three weeks after the Japanese bombed Pearl Harbor, the ship was busy outfitting destroyers in San Diego for the battles that lay ahead. Over the next four years, "Dependable *Dixie*" followed destroyer forces around the Pacific like their shadow. It was always there to repair the damage sustained by tin cans in combat—and to mourn the loss of those who never returned.

That ended 36 years ago, but *Dixie*'s service to the fleet has not. "Relatively speaking, our servicing capabilities as an intermediate maintenance facility are as good as they were 40 years ago," said the tender's skipper, Captain Roger L. Coffey. "We perform most of our work right here in San Diego, but have no reservations at all about weighing anchor and taking our services to the fleet—wherever they're needed."

*Dixie*'s last deployment was to the Indian Ocean atoll of Diego Garcia; its crew is preparing for an upcoming WestPac cruise.

*Like a hen with her brood, this 1962 photo shows six destroyers in San Diego being serviced by Dixie: USS Gregory (DD 802), Stoddard (DD 566), Isherwood (DD 520), Müllany (DD 528), Hanson (DD 832) and Taussig (DD 746). Dixie was the first ship of its class, which includes Prairie (AD 15), Piedmont (AD 17), Sierra (AD 18) and Yosemite (AD 19). All five are still in commission.*



USS *Dixie* has been identified as the oldest operational vessel in the fleet today. In recognition of this, OPNAV-NOTE 10520 of February 1981 directed that AD 14 be presented with a copy of the first Navy Jack (Revolutionary War-era "Don't Tread on Me" flag). Since April 15, it has flown from *Dixie*'s bow, and will stay there until the ship is decommissioned. At that time, the rattlesnake ensign will be passed on to the Navy's next oldest operational vessel.

Has age taken anything out of *Dixie*? Not according to Coffey. As far as he's concerned, the ship is in as good a shape as when he first tied up to it while serving aboard USS *Marshall* (DD 676) in 1955. Later, he had the opportunity to become even more familiar with the destroyer tender. "Right now," he explained, "I'm living about 30 feet away from the stateroom I berthed in back in 1959. I was a lieutenant then, serving aboard *Dixie* when she was the flagship of Destroyer Flotilla One."

The ship's age doesn't present problems for the crew, either. "Everyone aboard takes a great deal of pride in this ship," Coffey said. "Everyone

*The youngest and oldest Dixie crew members, Fireman Apprentice Timothy Evans and Machinist's Mate First Class Marvin DeWitt, display a replica of the Navy's first jack to be flown from a modern day American fighting vessel. Illustrator-Draftsman Third Class Alonzo Young gets ready to hoist the jack that signifies Dixie as the oldest operational ship in the fleet. Photo by PH3 John Iobst.*

seems to know *Dixie*. Through the years, they've either been serviced by her or served aboard her." As the crew puts it, the vintage destroyer tender has been "aged to perfection."

—Story by JO1 P.M. Callaghan

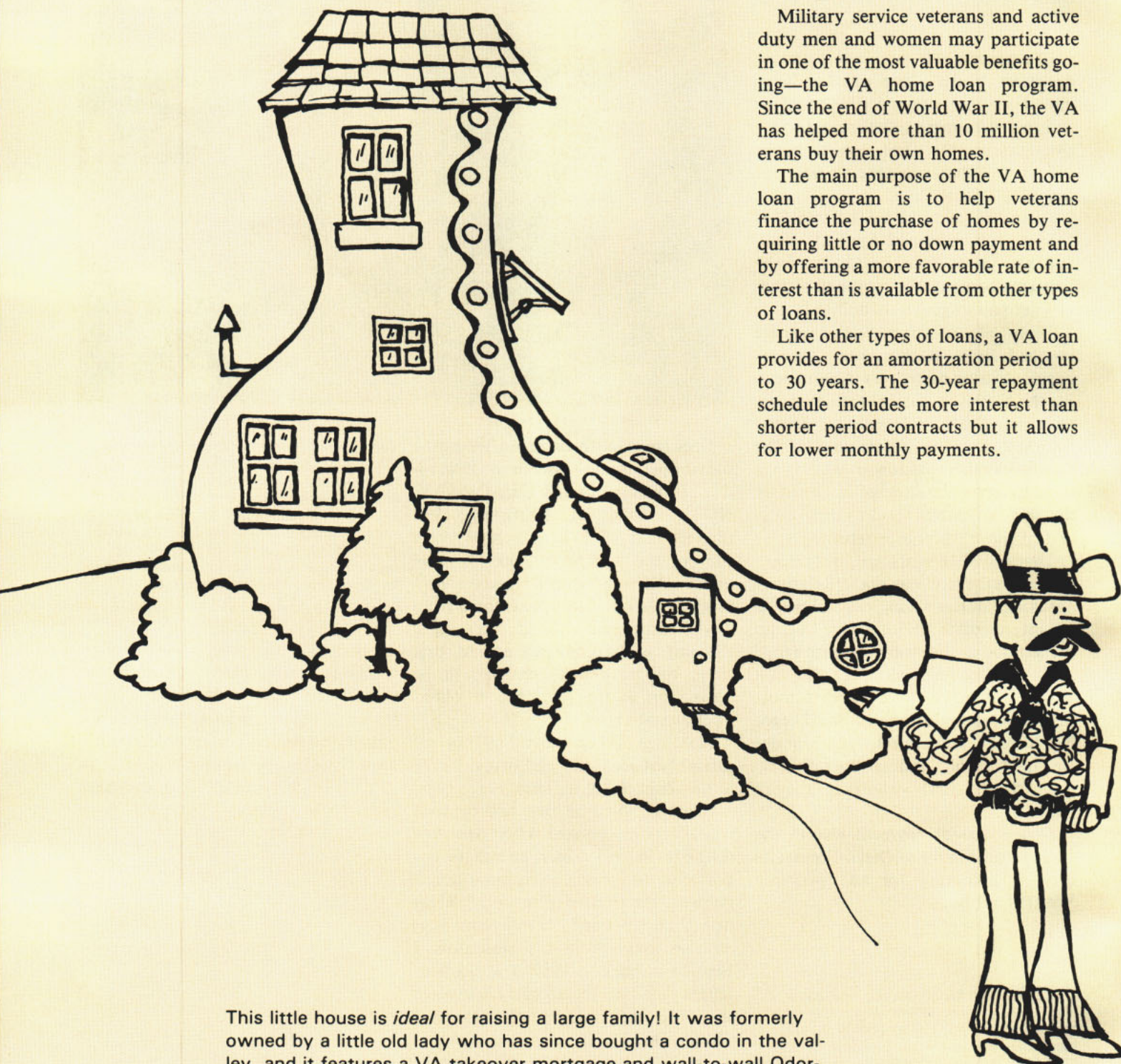


# Buying and

Military service veterans and active duty men and women may participate in one of the most valuable benefits going—the VA home loan program. Since the end of World War II, the VA has helped more than 10 million veterans buy their own homes.

The main purpose of the VA home loan program is to help veterans finance the purchase of homes by requiring little or no down payment and by offering a more favorable rate of interest than is available from other types of loans.

Like other types of loans, a VA loan provides for an amortization period up to 30 years. The 30-year repayment schedule includes more interest than shorter period contracts but it allows for lower monthly payments.



This little house is *ideal* for raising a large family! It was formerly owned by a little old lady who has since bought a condo in the valley, and it features a VA takeover mortgage and wall-to-wall Odor-Eaters . . .



# Selling Your Home

Unlike other types of loans, however, the VA loan program gives the borrower the right to prepay at any time, without premium or penalty, all or part of the indebtedness, in amounts not less than one installment or \$100, whichever is less.

To qualify for a VA home loan, a veteran must have been discharged under conditions other than dishonorable. Generally, 90 days of *total* active duty during wartime, or 181 days of *continuous* service during peacetime, are required for eligibility for a VA home loan. However, persons who enlist after Sept. 7, 1980, must have completed at least 24 months of their original enlistment, or have been discharged earlier for hardship or disability reasons. A shorter period of service may qualify a veteran discharged or released sooner because of a service-connected disability. Men and women

on a regular active duty enlistment qualify after minimum service requirements are met; active duty for reserve training does not count for eligibility.

Originally, the maximum entitlement available for home loan purposes was \$2,000. The maximum was increased to \$4,000 in 1945, \$7,500 in 1950, \$12,500 in 1968, \$17,500 in 1974, \$25,000 in 1978 and was increased further to a \$27,500 maximum Oct. 1, 1980. All eligible veterans now have the \$27,500 loan entitlement available for use, less any amount previously used.

So as not to cause confusion, it must be explained that the VA home loan is not a *direct* loan but only a loan *guarantee*. Using the credit of the U.S. government, the VA encourages private lending institutions to make bigger loans than they otherwise would by guaranteeing 60 percent of the loan, up to the maximum \$27,500.

The VA makes no charge for guaranteeing a loan, but if the borrower fails to satisfactorily pay off the loan, and the VA has to pay the lender, that

individual will then owe the government the amount the VA has paid the lender on the veteran's behalf.

To illustrate how veterans may compute their entitlement, here are two examples:

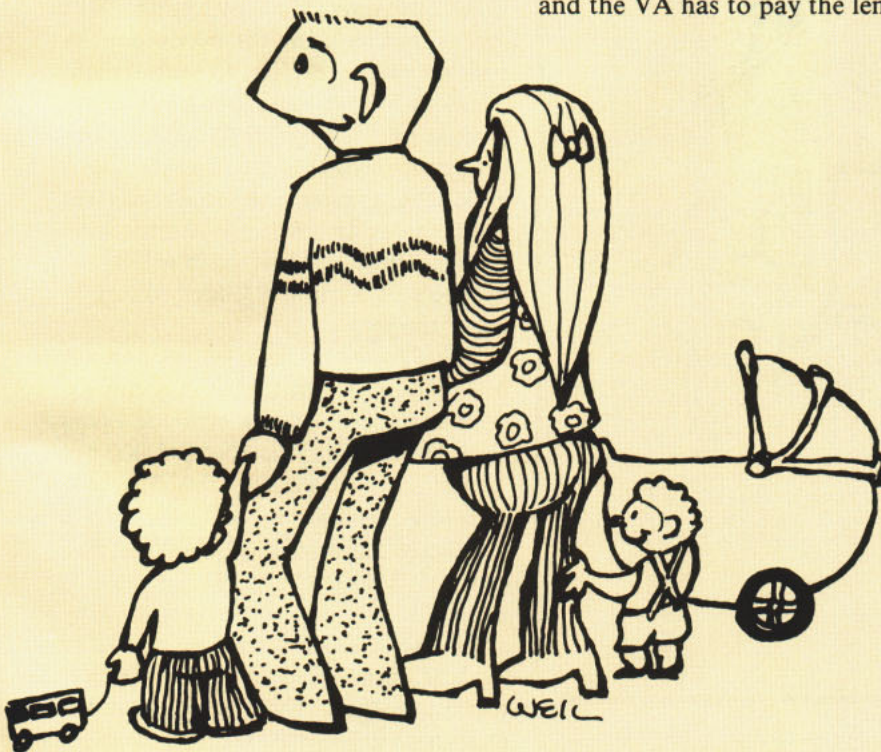
- A veteran in 1955 obtained an \$11,000 home loan, of which \$6,600 (60 percent of \$11,000) was guaranteed. Then, a \$900 home loan entitlement remained (\$7,500 - \$6,600). Because of subsequent legislation, a \$20,900 home loan entitlement now remains (\$27,500 - \$6,600).

- A veteran in 1960 obtained a \$12,500 home loan, of which \$7,500 was guaranteed. Then, no additional entitlement for any purpose was available (\$7,500 - \$7,500). Because of legislative increases of entitlement, a \$20,000 home loan entitlement is now available to this veteran (\$27,500 - \$7,500).

A veteran's increased entitlement, like the original entitlement, can be used to acquire a loan to purchase, construct, alter, improve, refinance or repair a home. The loan will not be approved by the VA, however, unless the veteran certifies that he or she occupies or intends to occupy the property as a home.

Because buying a home is usually the most important financial transaction in the lifetime of the average family, a decision to invest in a home should be made only after careful consideration of the various expenses involved.

Monthly mortgage payments alone can take a sizable bite out of a family's income. As a rule of thumb, monthly mortgage payments, including taxes and insurance, run in the neighborhood of 1 percent of the loan. A home costing \$30,000, for example, might require monthly payments around \$300. Although a sizable down payment will reduce monthly payments as well as the total amount of interest paid over the life of the loan, many





# VA Home Loans

would-be buyers are without substantial savings for any significant down payment.

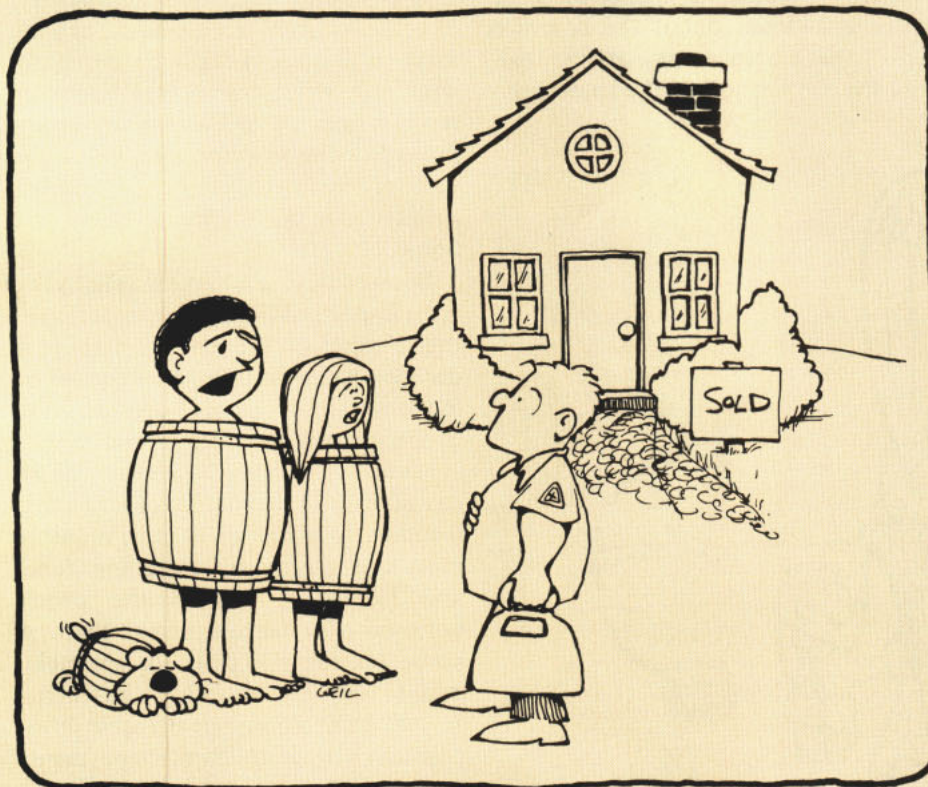
Another initial expense a home buyer can anticipate is closing costs, or "moving-in" costs. Closing costs can amount to several hundred or several thousand dollars, depending on the amount of the loan, where the home is purchased and on other factors. Closing costs for buyers, which include credit report, survey, title search and recording, hazard insurance premiums, prepaid taxes and certain other costs, must be paid in cash at the time of closing.

A veteran who decides in favor of home ownership should make arrangements for a loan through the usual financial channels—banks, savings and loan associations, insurance companies and mortgage companies. Most lenders, besides financing conventional and FHA mortgages, will provide loans to veterans wishing to use the VA guarantee plan. Real estate brokers will ordinarily help the veteran find a lender.

Even though the VA maximum guar-



Well, Honey—at least it doesn't have a wet basement like the last one we saw . . .



We forgot all about the closing costs . . .

antee is only \$27,500, most lenders will lend qualified buyers an amount four times the veteran's entitlement. This means that by using the maximum VA entitlement of \$27,500, a veteran might obtain a loan to purchase a home appraised and selling for \$100,000, with no down payment. In all cases, however, the greater the guarantee entitlement is in relation to the loan amount, the more favorable will be the prospect of finding a lender willing to make the loan.

The VA sets no limit on the amount of the loan, except that it may not exceed the appraised value of the property. For a home priced at \$45,000 but appraised at \$40,000, the VA will guarantee a loan of \$40,000 with a guarantee amount of \$24,000 (60 percent of \$40,000; not 60 percent of \$45,000).

Though a lender might be willing to lend \$45,000 based on a \$24,000 VA guarantee, the VA will not provide the guarantee unless the buyer first agrees



to pay the additional \$5,000 (price above market value) in cash. Amounts above appraised value must be paid in cash from the borrower's own funds. The VA does not permit a second mortgage or an additional loan for the purpose of buying a home priced above market value. This requirement protects the VA's claim to the property should it later become necessary to foreclose on the mortgage, pay off the lender and retain the property for resale.

To further illustrate the uses available under the VA home loan program, let's suppose a retired veteran, John Smith, had purchased a home for \$30,000 in 1970, using all of the then \$12,500 entitlement. Now, because of subsequent legislation, Smith has an additional \$15,000 entitlement (\$27,500-\$12,500) and wants to use that guaranteed entitlement to acquire a loan to purchase another house selling at its appraised value of \$60,000.

Based on the unused \$15,000 entitlement, a mortgage company tells Smith it is willing to lend four times that amount, or the full \$60,000.

Smith plans to rent his old house, using the rental money to pay toward the first mortgage. After paying closing costs, he will move into the new house and begin paying on the new mortgage. Smith anticipates that his new mortgage payments, including taxes and insurance, will run about \$500 a month. His salary plus his military retirement pay is enough to cover both mortgages in case there are months when he cannot find a tenant for the older house.

As an alternative to buying another home, Smith might choose to refinance the older house, pay off the first mortgage and use the additional funds to remodel or refurbish instead.

VA home loans and refinancing loans must be approved by both the lender and the VA. Some lenders have the authority to close loans automatically and do not need the prior approval of the VA before the loan is closed. Each loan is based on income, credit and other factors and each is made on a case by case basis.

To acquire a VA guaranteed loan, an applicant must first obtain a Certificate of Eligibility. Newly discharged veterans receive computer-generated Certificates of Eligibility which are mailed to their homes by the VA shortly after discharge.

Discharged veterans who do not have this document should contact the VA regional office nearest them. VA Form 26-1880, "Request for Determination of Eligibility and Available Loan Guaranty Entitlement," along with required supporting documents, should be submitted. The VA will determine eligibility and, if eligible, furnish a veteran with a Certificate of Eligibility showing the amount of entitlement.

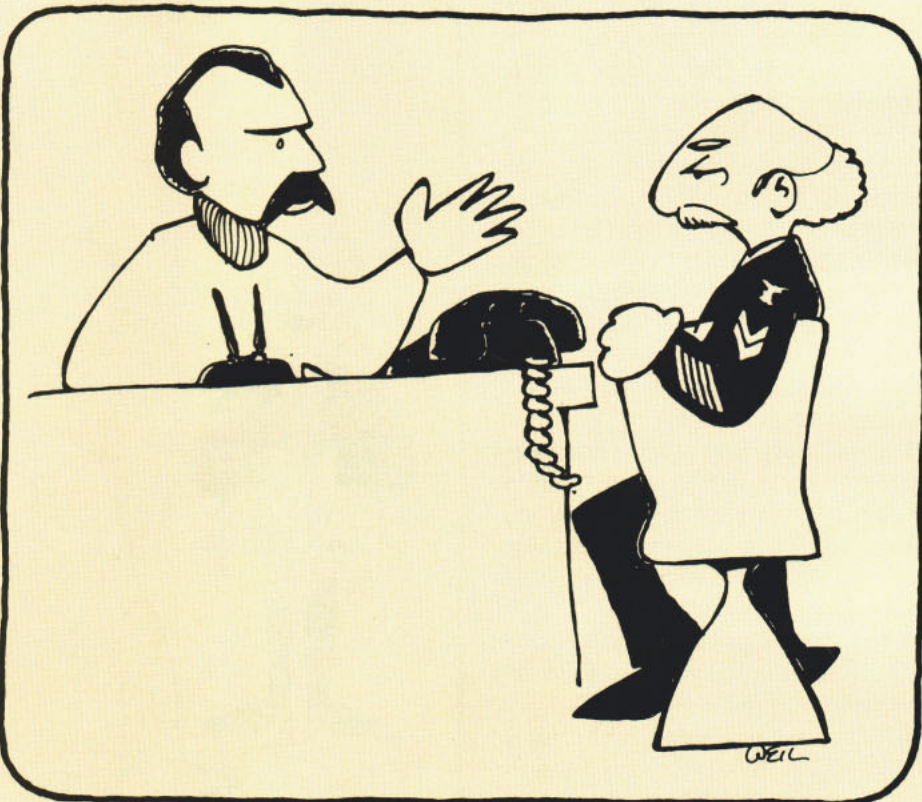
The issuance of a Certificate of Eligibility does not, of itself, guarantee the approval of a VA loan. The governing law requires that a loan applicant's income must have a proper relation to the terms of repaying the loan. The applicant must also be a satisfactory credit risk.

A spouse's income is considered in the loan application, as are child-care expenses, deductions for Social Security, retirement, federal, state and local taxes, if applicable.

If husband and wife are both eligible veterans, they may acquire property jointly and so increase the amount which may be guaranteed, up to a maximum of \$55,000. But here again, the guarantee may not exceed 60 percent of the loan.

Although lenders regularly make VA home loans without the backing of a 60 percent guarantee—and sometimes with only a 25 percent guarantee, as is the case when a lender furnishes an amount four times that of a veteran's entitlement—the decision to do so is basically a matter between the lender and the borrower. The VA will usually approve the loan as long as the loan bears a proper relation to the value of the property and to the borrower's ability to fulfill the terms of the contract.

Buyers and sellers of VA guaranteed



Look! I'm really sorry and I *do* sympathize! You qualify for the VA loan, but I'm afraid that, in itself, spending 20 years in the engine room of a destroyer doesn't entitle you to the disability grant . . .



# VA Home Loans

homes should be concerned with two important terms: release of liability and restoration of eligibility.

**Release of liability:** After selling a residential property financed with a VA loan, a veteran may be released from liability to the government, provided the loan is current and the purchaser has been obligated by contract to buy the property and assume all of the veteran's liabilities and provided that the VA is satisfied that the purchaser is a good risk. However, the VA must specifically release the veteran from liability.

The transfer or sale of property and "assumption of" an existing VA mortgage debt occurs when the purchaser assumes the debt secured by an existing VA mortgage and becomes personally liable for repayment of the loan. Unless specifically released, however, the veteran also remains personally liable.

The sale or transfer of property "subject to" an existing VA mortgage generally means that the purchaser does not become personally liable to the government for repayment of the mortgage debt. The veteran still remains liable for the debt.

The release of a veteran from liability to the government does not change the fact that the VA continues to remain liable on the guarantee, except, of course, when the loan is paid in full and the VA is relieved of its sponsorship.

**Restoration of eligibility:** Under certain circumstances, a veteran who previously used all or part of a VA entitlement may have that entitlement restored. A release of liability from the VA after a veteran sells a VA-purchased home does not, however, automatically restore a veteran's used entitlement.

Used loan guarantee entitlement may be restored only if the following conditions are met:

- a. The loan has been paid in full, or the VA otherwise has been relieved of the obligation under the guarantee and the home has been disposed of, or
- b. A qualified immediate veteran-

transferee has agreed to assume the outstanding balance on the loan, has consented to substitute his or her entitlement for that of the original veteran-borrower and meets all other requirements as established by the VA.

\* \* \*

## Mobile Home Loans

The VA also guarantees loans made by private lenders for the purchase of new and used mobile homes, lot acquisition and site preparation.

To be eligible for a VA loan, a single-wide mobile home must be a minimum of 10 feet wide, with a minimum floor area of at least 400 square feet. The minimum floor area for a double-wide unit is 700 square feet, and it must be at least 20 feet wide.

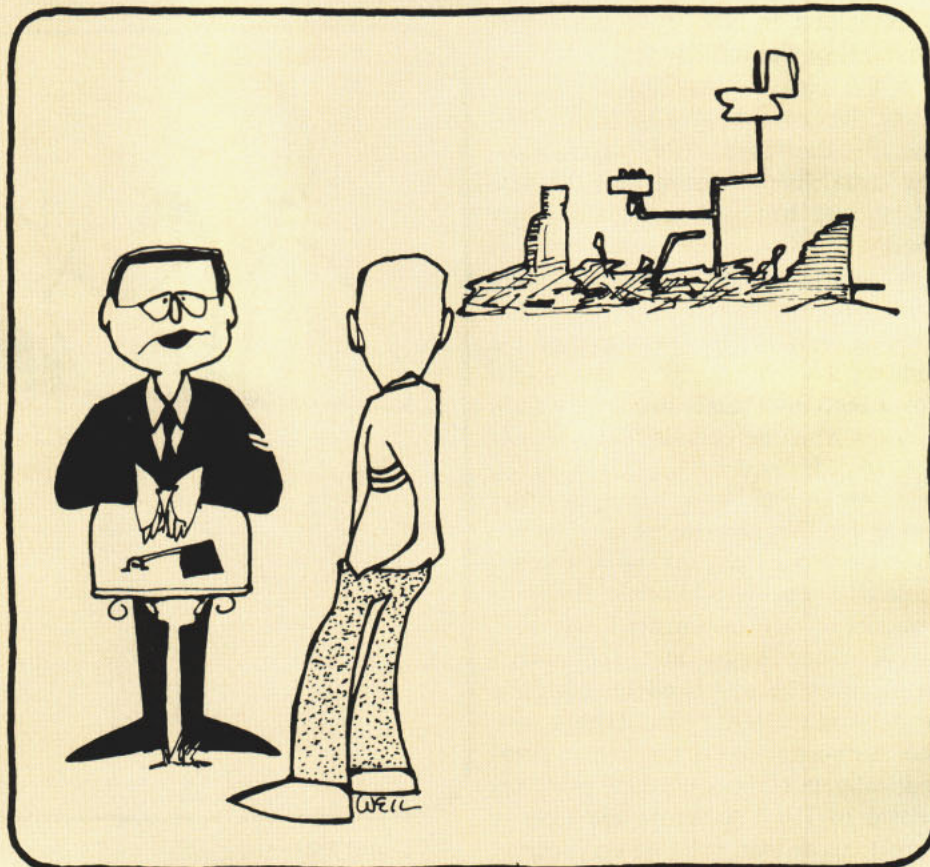
Most of the rules that apply to loans for conventional homes also apply to loans for mobile homes. However, on

mobile home and/or lot loans, the amount of guarantee is 50 percent of the loan, not to exceed \$20,000.

For the purchase of new mobile homes, the VA maximum loan amount is computed on the basis of the manufacturer's invoice. The chart below lists the maximum term for single-wide and double-wide mobile homes:

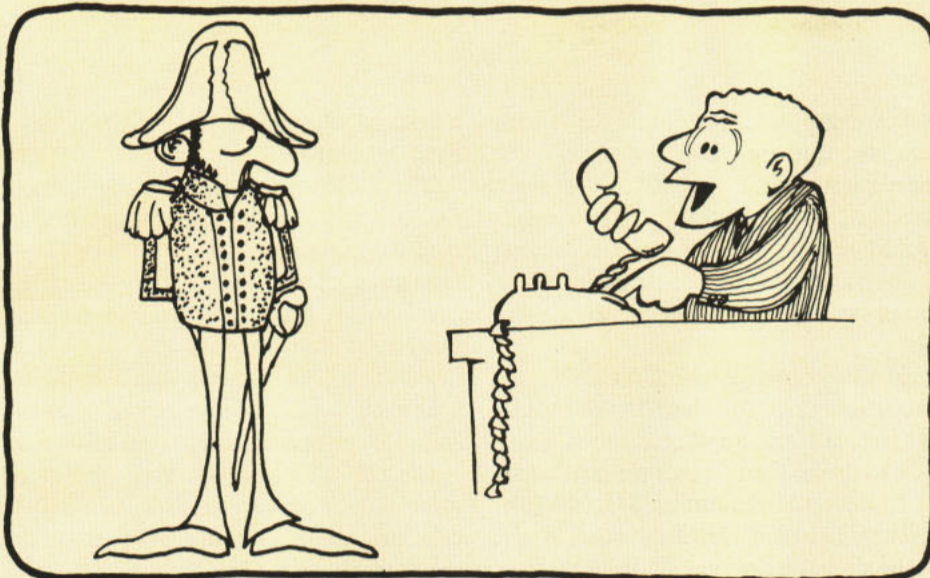
		Maximum Term
Mobile Home Only	Single-wide	15 years
	Double-wide	20 years
Mobile Home with Undeveloped Lot	Single-wide	15 years
	Double-wide	20 years
Mobile Home with Developed Lot	Single-wide	15 years
	Double-wide	20 years
Developed/Un- developed Lot Only (Available only to veterans who already own mobile homes)		15 years

For a used mobile home, the maximum loan amount may not exceed the reasonable value established by the VA



Unfortunately, the VA guaranteed my *loan* . . . not the house . . .





Wait!! Let me check! Maybe you *do* qualify for a VA loan, after all . . .

through appraisal. The maximum term for used units is limited to that shown above *or* the remaining physical life of the unit as determined by the VA, whichever is less.

A cash down payment will be required in connection with purchases that require an amount greater than the maximum loan allowable.

To buy a new, single-wide mobile home priced at \$13,000, for example, a veteran must pay \$500 down in cash—the difference between \$12,500 (maximum loan allowable in this case) and the \$13,000 selling price. In this example, the VA will then guarantee 50 percent of the loan (50 percent of \$12,500), assuming that all other conditions for the VA loan have been met.

When the mobile home loan has been paid in full, or the loan has been assumed by another qualified immediate veteran transferee who agrees to substitute entitlement for that of the seller, the veteran will then have full home loan guarantee entitlement restored.

Veterans who use entitlement to purchase a mobile home must first dispose of the mobile home before using any remaining entitlement to purchase a second mobile home.

\* \* \*

#### Business/Farm Loans

The VA is not permitted to authorize or guarantee a business loan. For a business loan, veterans should apply

through the Small Business Administration office nearest them.

The VA does not guarantee any loans to veterans seeking to buy a farm, except for a farm on which there

is a residence which will be personally occupied by the veteran as a home.

The veteran may or may not conduct farming operations. But if farming operations are to be the primary source of the borrower's income, then it must be established that the venture has a reasonable likelihood for success. If the primary source of income is to be derived from another source, then the farming operations need not be considered.

Veterans may obtain information for farm loans through the Farmers Home Administration, which gives preference to veteran applicants.

\* \* \*

#### Wheelchair Homes

Veterans who have a service-connected disability entitling them to



This is a real nice little buy, formerly owned by a young pig who suddenly decided to move in with his brothers . . .



# VA Home Loans

compensation for permanent and total disability may be eligible for a VA grant to purchase or build a "wheel-chair" home. The VA grant does not have to be repaid.

Requirements regarding a "wheel-chair" home include:

- It must be medically feasible for the disabled veteran to reside in the housing unit.
- The housing unit must be so adapted as to be suitable to the veteran's specific needs for dwelling purposes.
- It must be financially feasible for the veteran to acquire it, with the assistance provided by the grant.

An eligible veteran may receive a VA grant only once, and the amount received will not be more than 50 percent of the cost of a specially adapted housing unit, up to a maximum of \$30,000.

For example, if the total cost for the construction and land is \$36,000, the maximum grant is 50 percent of \$36,000, or \$18,000. The veteran would not be able to claim a further grant of \$12,000 at a later date for use either on the same home or on another home.

In addition, after using the grant as a down payment for the \$36,000 home, the veteran can apply for a VA guaranteed home loan from a private lender to finance the remaining \$18,000 (difference between the total cost of the home and the amount of the grant).

However, the disabled veteran must not only be entitled to the VA loan, he or she must also have financial means to undertake mortgage payments.

Veterans who receive a specially adapted housing grant are also eligible for life insurance up to their 70th birthday covering the unpaid principal, not

to exceed \$40,000, on an existing mortgage loan, if any.

The disabled veteran has the option to use a VA grant under one of the following plans:

*Plan 1.* The veteran may elect to construct a home on land to be acquired for that purpose.

*Plan 2.* The veteran may build a home on land already owned if it is suitable for specially adapted housing.

*Plan 3.* The veteran may obtain a grant to remodel an existing home if it can be made suitable for specially adapted housing. The amount of a VA grant to remodel an existing home can be estimated from the following formulas:

- 100 percent of remodeling costs  
or
- 50 percent of remodeling costs plus the lesser of:
  - Half the original cost of property.
  - Amount of the unpaid principal.

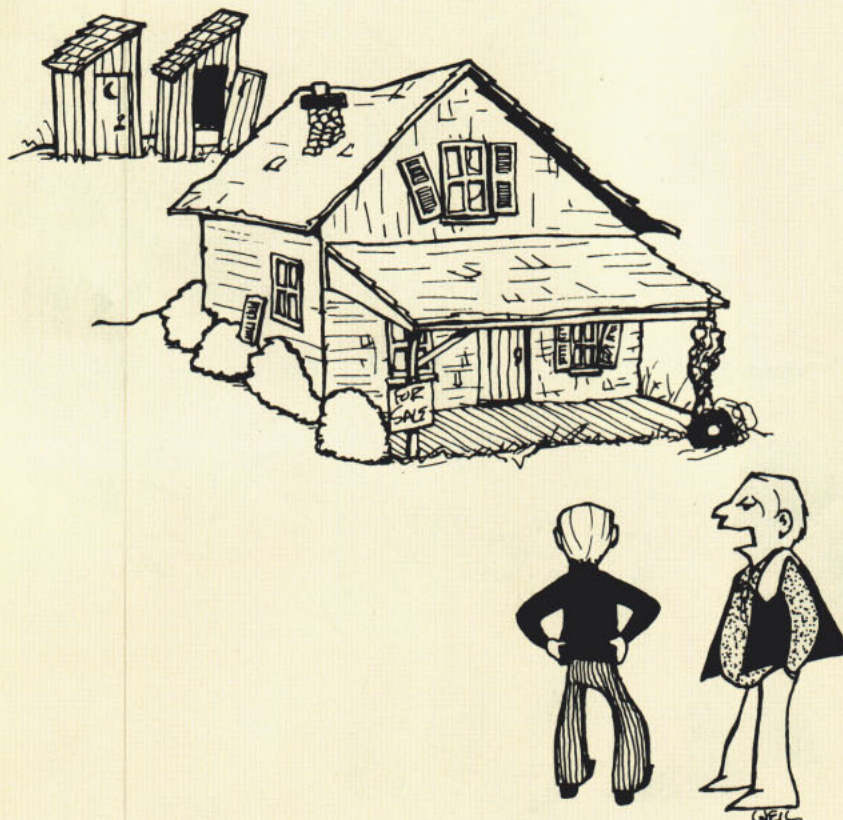
As an example, let's assume that a contractor—using VA specifications—estimates remodeling costs to be \$5,000, the veteran originally paid \$50,000 for the home and the unpaid principal remaining on the mortgage is \$20,000.

Using the formulas above, the veteran can expect [under (b) above] a grant for \$22,500:

- \$5,000
- \$2,500 plus lesser of:
  - \$25,000, 2. \$20,000.

If the veteran did not have an unpaid mortgage on the home, the amount of the VA grant would be (a) \$5,000 (100 percent of remodeling costs). Because there is an outstanding mortgage in the example above, the VA grant would be (b) \$22,500 (\$5,000 to be used for remodeling costs and the remaining \$17,500 to be applied against the \$20,000 mortgage principal).

*Plan 4.* If a disabled veteran has already acquired a specially adapted home (without the assistance of a VA grant), he or she may apply for and receive a VA grant for the specific purpose of paying all or part of an existing mortgage (whether conventional, FHA



... Waal, it's sure true it needs a lil' work, but how many places you gonna find in this price range that got two half-baths ... ?



or VA). The amount of the grant, however, will not exceed 50 percent of the original cost of the home.

To illustrate, suppose a veteran had purchased a specially adapted home (without a VA grant) at an original cost of \$30,000, and now owes a principal balance of \$20,000. The veteran may obtain a VA grant of \$15,000 (50 percent of \$30,000) to apply against the \$20,000 unpaid principal.

A VA grant will not be made to apply to a specially adapted home already owned "free and clear" of a mortgage.

Veterans can get specific information about a VA grant for a "wheel-chair" home by contacting their nearest VA office. VA representatives who are specialists in this field will counsel and make suggestions and recommendations to the eligible veteran at every stage. They will help a veteran pick out a lot, obtain the services of an architect, obtain bids for construction and arrange necessary

financing when a veteran wishes to use the VA loan entitlement to supplement the VA grant.

\* \* \*

### Special Housing Adaptations

The VA currently makes direct loans to veterans only in connection with a specially adapted housing grant.

Public Law 96-385, effective Oct. 1, 1980, provides a disabled veteran, who is either (legally) blind with 5/200 visual acuity or less, or who has lost the use of both hands, a benefit of up to \$5,000 to make minor adaptations to his or her house.

The nature and condition of the adaptations must be reasonably necessary because of the veteran's disability. These adaptations may be made to the veteran's house, or to the house of a veteran's family member, as long as the veteran resides or intends to reside with that family member.

The amount of the grant may not exceed the lesser of the actual cost of the adaptations, or \$5,000.

The governing law provides that this benefit may be provided only one time. For example, if a veteran adapts his or her house for a total cost of \$1,500, the veteran will receive a grant of \$1,500. The remaining \$3,500 may not be used at a later date.

\* \* \*

### What the VA Does Not Do

The VA does not have the legal authority to:

- Act as an architect. It does not supervise construction of a home a veteran wishes to buy.
- Guarantee that the home is free of defects.
- Act as an attorney. The VA cannot give legal service if a veteran encounters trouble in buying or constructing a home.

The VA cannot compel a builder to remedy defects in the construction or otherwise compel a builder to fulfill a contract.

The VA cannot guarantee that a veteran will be completely satisfied with a home and can resell it at the price originally paid.

The VA cannot guarantee that a purchase is a good investment.

\* \* \*

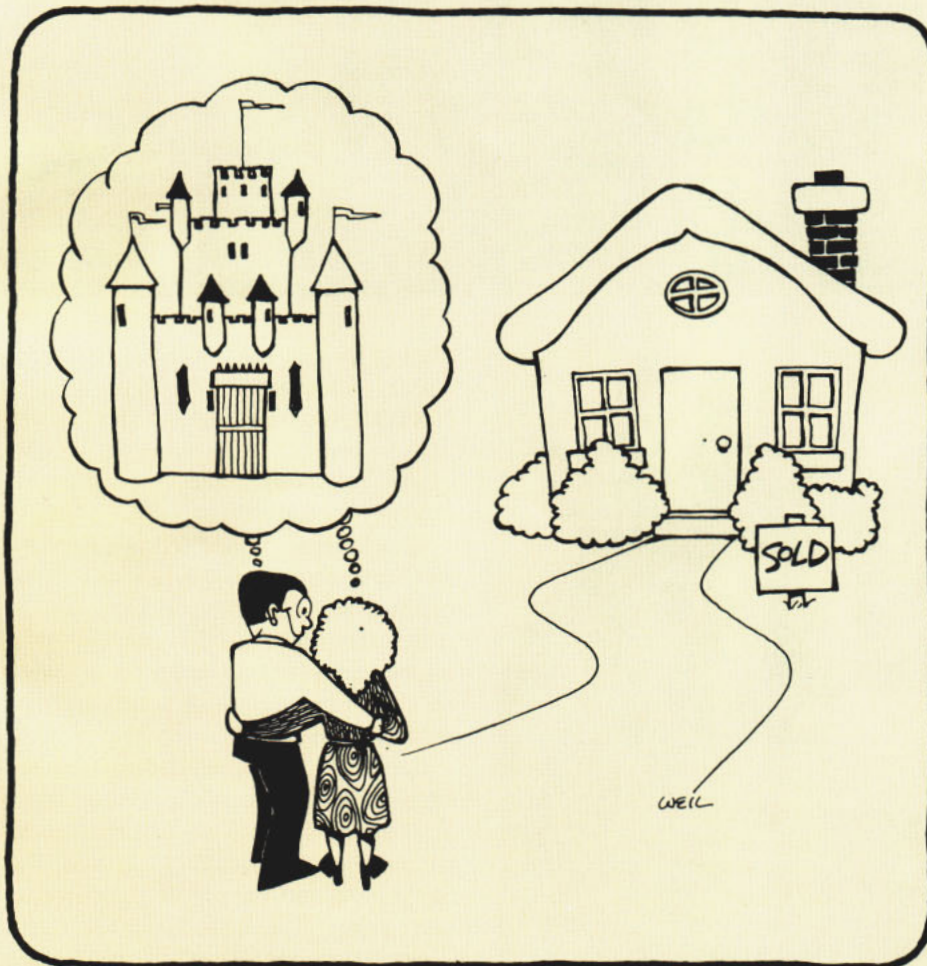
### The Contract

Veterans who make arrangements to build, purchase or otherwise enter into a contract to buy a home should include a stipulation that the agreement is subject to VA approval and the obtaining of a VA loan or grant.

Eligible veterans or active duty Navy men and women interested in obtaining a VA loan or grant can get personal assistance by contacting any VA office.

Eligibility for VA grants or VA guaranteed and direct loans does not expire—a veteran's eligibility continues until used.

—Story by JO2 Steve Bellow  
—Drawings by Lt. Cmdr. Fred Weil





# Courageous Combatant

For some sailors it may be difficult to recall the last time their squadrons exercised together, but for the crew of USS *Valdez* (FF 1096) close formation steaming has become second nature.

*Valdez* joined NATO's Standing Naval Force Atlantic in Antwerp, Belgium, as the most recent U.S. participant. Also on this deployment were frigate-type ships from Canada, Denmark, the Federal Republic of Germany, the Netherlands, Norway, Portugal and the United Kingdom.

The goal of StaNavForLant is described thus—"Participate in as many major NATO exercises as possible and visit each nation in the NATO alliance."

In the course of those exercises, *Valdez* and its crew were called upon to perform numerous missions which included exercises in antisubmarine and anti-air warfare, convoy escort, naval gunfire support and functioning as part of a surface action group.

Frigate *Valdez* proved to be a professional adversary, living up to its motto "courageous combatant." Sim-



ulating a unit of an aggressor force, *Valdez* achieved a remarkable feat in NATO's Standing Naval Force. It was able to remain undetected, strike and evade retaliation and was able to emerge "unsunk."

In addition to conducting exercises, the Standing Naval Force visits many member nations of the alliance, visibly demonstrating that the concept of a multinational naval force is a viable one and reinforcing the solidarity that exists within NATO.

Each port visit included a force reception hosted on a rotating basis aboard the ships. This afforded local citizens an opportunity to see the equipment and people of the force at close range.

Breakfast was served in the *Valdez*





wardroom to more than 100 guests in each port. And a shipwide open house was held in nearly every port. Nearly 11,000 visitors toured *Valdez* in the course of the deployment.

Intership sports competition was especially keen during the deployment as the crews competed in the quarterly StaNavForLant sports olympiad for the wandering sports trophy. The *Valdez* basketball team scored overwhelming victories in all six of its games. Its spirited teams also won the

*Left: Valdez' deck division prepares to receive hawser from HMS Norfolk during a towing exercise. Above: American, Dutch, West German, Norwegian, Canadian and British sailors who participated in the crosspollenization program display the concept of NATO solidarity. Top right: QMSN Tom Barfield gives a young visitor the grand tour of the Valdez.*



tug o' war hands down, placed first in volleyball and managed a second place in golf, leaving *Valdez* and the flagship *HMS Norfolk* tied for first place.

In port in Wilhelmshaven, West Germany, *Valdez* challenged the flagship to a boxing match to break the deadlock. It won seven of nine bouts and clinched the trophy for the United States. It was the first time in seven years that the award had passed to a non-Royal Navy ship.

Another StaNavForLant institution designed to foster fellowship among the force is crosspollenization—the exchange of people among ships to observe how other members of NATO ships live and operate at sea.

One *Valdez* sailor recalled his three days at sea with the Federal German ship *Lubeck*: "I understood their sonar quite well because it was identical to one I'd worked with on a previous ship. Their living quarters were smaller

but I can't say it was uncomfortable."

During crosspollenization there was also time for fun. The division officer of the sonar gang had a farewell party that turned out to be quite a celebration. "We roasted a pig and broke out a keg of beer—it was fantastic," he said.

During the past 12 years, more than 40,000 men have sailed with StaNavForLant and have made the custom of sail past a parting gesture. Uniform standards were relaxed as all manner of native dress blossomed on the decks of the force frigates.

As the crews waved banners and exchanged cheers among ships, *Valdez* began the long voyage back to Newport and its home squadron. As it steamed out of port, *Valdez* carried with it the message of NATO solidarity.

—Story by Lt. John C. Martin, USN  
—Photos by LA(Phot) G.M. Holland, RN





## To New Orleans with a Special Cargo

Mardi Gras! That fantastic, carefree time of merrymaking in New Orleans. Days of watching colorful floats, following parades and dancing in the streets. A time packed full of wonderful sights and sounds and smells for all who attend.

Mardi Gras 1981—with the U.S. Navy adding its own special flavor—was no exception.

USS *Charleston* (LKA 113), with a complement of 230 regular active duty Navy men plus 14 Naval Reservists, had steamed up the Mississippi and into New Orleans with a special cargo: almost 600 midshipmen—and members of one NJROTC unit—who would play and march in the Mardi Gras parades. *Charleston*, an amphibious cargo ship big enough to handle troops and cargo, would be their home away from home during the celebration.

"This is the second year we've drawn this assignment," said Captain Anthony A. Hastoglis, *Charleston's* commanding officer. "We're pleased to be part of the Navy participation in this great event."

Almost as soon as *Charleston* had tied up Feb. 24 near the city's French Quarter, both passengers and crew were swept up in the excitement of Mardi Gras. It was the beginning of 11 memorable days.

The NROTC bands and drill teams were plunged into the rush of Mardi Gras parade schedules. Coming from 12 universities (the NJROTC unit was from Ouchita Parish Louisiana High School) each group added its own special style to the carnival parades. Without *Charleston*, however, the

units would not have been there to represent the Navy; there is not enough military billeting in the area to handle such numbers. But *Charleston* could handle the surge of people; messing and berthing 600 extra people was no big hassle.

As Mardi Gras 1981 host ship, *Charleston* opened its gangway to the public. For two days, more than 2,000 visitors roamed the ship, learning about its unique capabilities as an amphibious troop and cargo carrier. Commissioned in 1968 and transferred



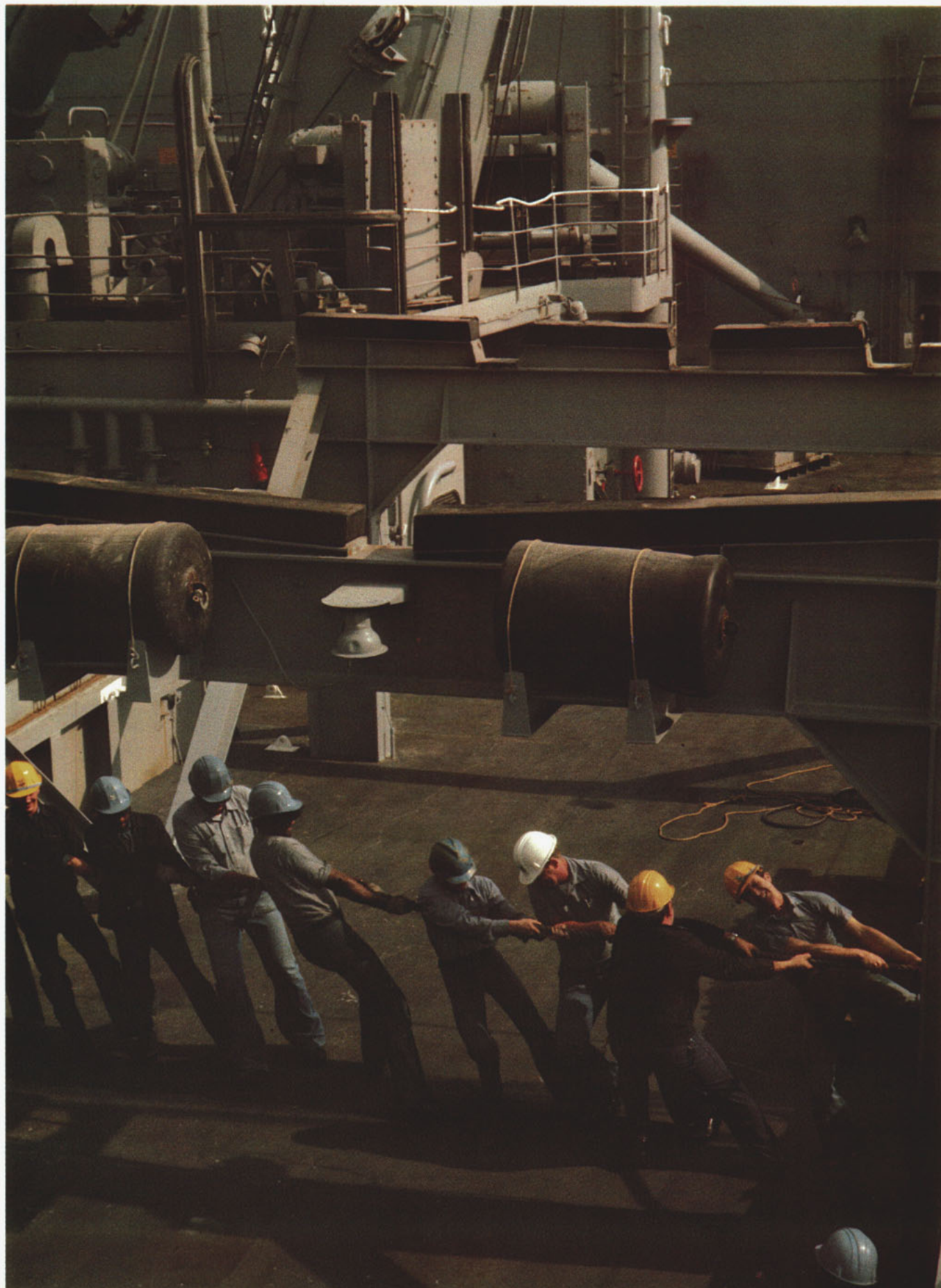
USS *Charleston* (LKA 113), host ship for Mardi Gras 1981, was escorted up the river to New Orleans by water-saluting fireboats (opposite page).







# USS Charleston





to the Naval Reserve Force in 1979, LKA 113 is the newest, largest and most modern ship in the Naval Reserve Force. *Charleston* is used in training Naval Reservists for mobilization readiness and also provides lift capability for contingencies and major exercises. A "lift" of another kind was provided in New Orleans with the transfer of two Mississippi riverboats

destined for Norfolk, Va. (See story on page 37.)

The ship also welcomed aboard—in separate visits—Admiral Thomas B. Hayward, Chief of Naval Operations, and Rear Admiral Frederick F. Palmer, Chief of Naval Reserve. Admiral Hayward toured *Charleston*, met with crew members and discussed with the CO and other key officers the Naval Reserve Force concept.

Admiral Palmer, accompanied by Navy League members and prominent local citizens, discussed with officers the mission of the ship within the overall role of the Naval Reserve.

*Charleston* and the NROTC units weren't the only groups representing the U.S. Navy at Mardi Gras. The 34 members of the Navy's Steel Band, Show Band South and The Mariners—who make up U.S. Navy Band New Orleans—were maintaining their own heavy schedule. In just 11 days, the three bands participated in 26 parades.

"Some days we had all three bands in action," said Warrant Officer G. F. Blalock, leader of the New Orleans group. "And just getting the floats and band members to and from the parade routes was a job in itself."

*Even in the midst of Mardi Gras, shipboard routine continues. Lower right: Admiral Thomas B. Hayward, Chief of Naval Operations, pays the Charleston a visit in New Orleans.*

But the bands had plenty of support. Two floats—one built to resemble "Old Ironsides," the famous Navy fighting ship, and another called "The Gazebo"—helped ease the situation.

"It's a lot easier on the musicians when they can ride the floats," said Blalock. "Also, we can participate in more parades that way."

Even some Seabee reservists on two weeks of active duty got into the act. They drove the buses and vans transporting the musicians and the tractors that pulled the two floats. Others served as road guards to manage the

## Mardi Gras

"Mardi Gras," which is French for "Fat Tuesday," gets its name from the old French custom of parading a fat ox through the streets on the last day—a Tuesday—before Lent begins on Ash Wednesday. In New Orleans, a carnival season leading up to Mardi Gras begins soon after Christmas with local carnival organizations holding balls almost every night. The two weeks before Mardi Gras are filled with merrymaking and parades, climaxing with the Rex parade. In the United States, many have come to view the entire New Orleans carnival season as Mardi Gras time.





# USS Charleston

spectators when a float had to round a corner.

Throughout the celebration, *Charleston* crew members, the NROTC units, the Navy bands and the reserve Seabees all were proud and able representatives of the U.S. Navy. When it was all over and *Charleston* departed New Orleans, it carried with it the memories of an exciting visit to New Orleans and the knowledge that the Navy had contributed to the success of the Mardi Gras celebration. It left behind an impression of pride and professionalism, good will and a better understanding of the Navy men and women who had brought the spirit of the sea service to Mardi Gras 1981.

—JED.

—Contributing to this story were  
Lt. Barbara Burns, JO2 Dan Holmes  
and JO2 Ken Seaton.

—Photos by PH3 J.E. Kittle  
and Bernard Cleary.

*Navy people took part in the carnival parades  
as both participants and audience.*





# Down the River to New Orleans

The fabled life of a Mississippi riverboat captain recently became reality for Lieutenant Commander Charles L. Stewart when he volunteered for an unusual job.

The Army Corps of Engineers had declared two government boats, *Hood* and *Roche*, as serviceable surplus. They were just what the Norfolk, Va., harbor fleet needed. But *Hood* was in Vicksburg, Miss.; *Roche* was in Green-

ville, Miss. The problem was one of transportation.

But wait. USS *Charleston* (LKA 113) was in New Orleans for Mardi Gras. And its landing craft skids would carry the two flat-bottomed boats very nicely. So, why not move the boats down the river to New Orleans; *Charleston* would bring them home to Norfolk.

Stewart and a volunteer crew—all accomplished sailors in their ratings

and small boat owners besides—flew from Norfolk to Vicksburg, boarded *Hood* and sailed 80 miles up the river to Greenville for *Roche*. With half the crew transferred to *Roche*, the two boats then headed down river.

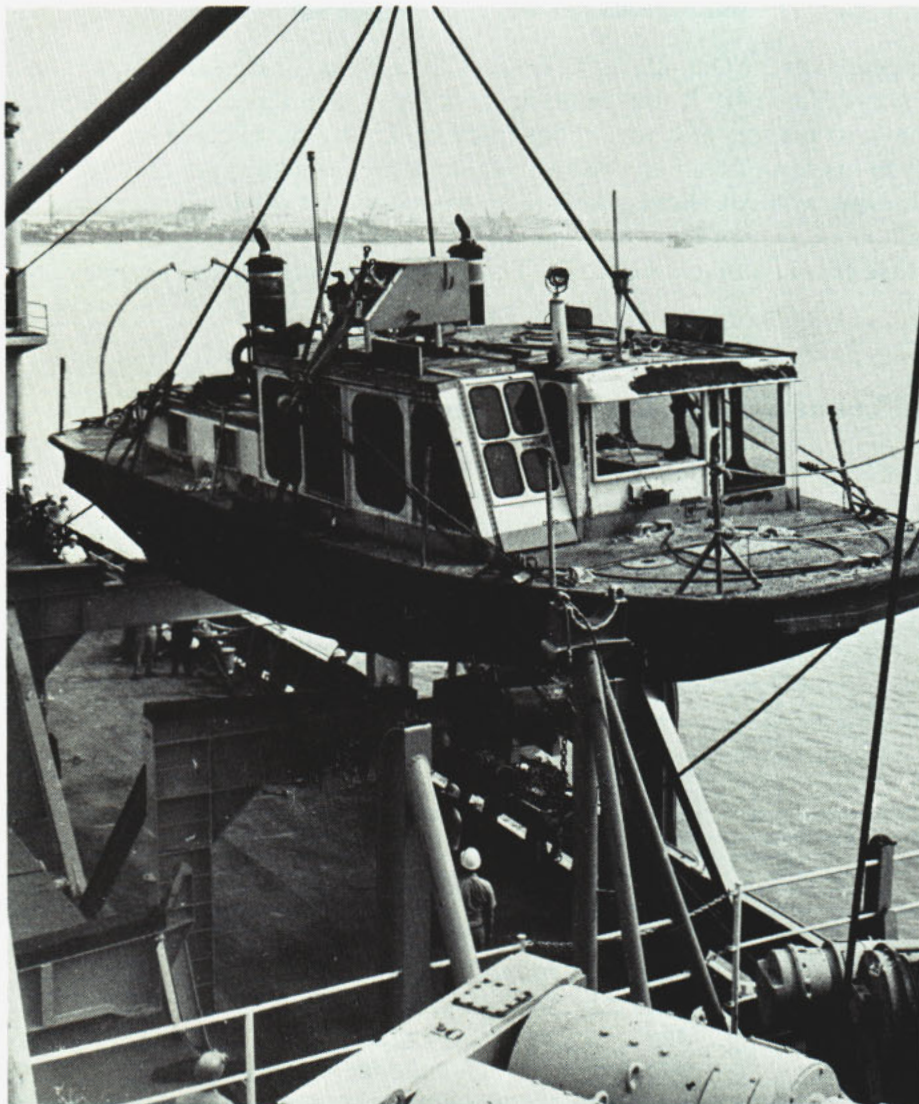
"We didn't know what to expect," said Stewart. "None of us had ever taken a boat down the Mississippi."

Considering that they were new hands at navigating the Mississippi and despite a few setbacks en route, the two Navy crews did very nicely indeed. "*Roche* lost an engine but we got a tow from a river barge and had time to make repairs," said Stewart. "Then *Hood* went aground on a sand bar—our river charts weren't up to date—but we got her off quickly and continued our trip."

The group stopped one night in Natchez, Miss., at Steve's Store—a favorite stopover for Mississippi River travelers—and the overnight stay added a traditional touch to the journey.

After the two-day down river cruise, the boats arrived in New Orleans and were loaded aboard *Charleston*. The trip was well worth the effort. According to Stewart, the two boats are valued at more than \$400,000. "It would cost the Navy considerably more to build two similar craft," he said.

The two boats will be put into top condition, *Roche* to be used as a boat pusher, *Hood* to ferry personnel. Norfolk harbor fleet will be richer by the addition of two boats, brought there by a Navy lieutenant commander turned Mississippi riverboat captain and his volunteer crew.



One of the riverboats destined for Norfolk is hoisted aboard *Charleston*.



# *“...this demanding and magnificent vocation”*



The article reprinted on these pages appeared in the Oct. 25, 1980, issue of *Cols Bleus* (or *Bluejackets*, a French weekly magazine “of the Navy and Navy Yards”). It was written as a letter from retired Vice-Admiral Roger-H.F.P. Vercken of the French navy to his son who was about to embark on a naval career.

In his letter, Admiral Vercken speaks to his son of leading others and the value of making the chain of command work. It is advice well worth following and *All Hands*, with the permission of *Cols Bleus*, is pleased to share this advice with its readers.

Mrs. Ulane Bonnel translated the article from its original French. The painter Albert Brenet accomplished the drawings.

\* \* \*

## **A Letter to my Son on the Leadership of Men by Vice-Admiral R. Vercken\***

Dear Henri-Jean,

Within a few weeks you will be entering the Navy to perform your compulsory military service, first as an officer trainee, then as a Reserve ensign. You have just finished school and have not yet exercised a real profession or assumed any true responsibility. Consequently, the coming year is a turning point for you: You will accomplish your own personal transition from student to adult life in addition to fulfilling your legal and just obliga-

tion to devote a small portion of your life to the defense effort of our country. This period must therefore be useful not only to the nation but also to you; and my 38 years of naval service authorize me to assure you that it will be if, regardless of where you may find yourself, you do your utmost to carry out your assignments to the very best of your ability.

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\*Vice-Admiral Roger-H.F.P. Vercken entered the French Naval Academy in 1941. Commissioned an aviator in 1947, he was assigned to different carrier squadrons and then was given command of the 12th Squadron on board *Arromanches* and *LaFayette* for operations in Indochina in 1952-53. He took command of the French carrier *Clemenceau* in 1971 after having commanded the 30th Minesweeper Division, the destroyer *Dupetit-Thouars* and the Naval Air Station of Loeient-Lann Bihoué.

Assigned to the Armed Forces General Staff in 1973, Vice-Admiral Vercken became director of International Relations and Intelligence in 1975 and served in that position until 1978. He retired from the Navy in 1979 after commanding the French Fleet Training Center in Toulon. He is now in the Military Affairs Department of Thomson-CSF in Paris.

You are, of course, going to have to master a certain number of techniques that are not entirely new to you, for you are already familiar with the sea. What is more important, in my opinion, is the way in which you will undertake to know, understand and lead men. Seamen are often shy about discussing this subject in an intellectual or literary manner, probably because they consider that leading men is the very essence of naval professionalism in its twin aspects of military leadership and seamanship. And it is perfectly true that competence in human relations is acquired more easily and better by



experience than from books. Nevertheless, it seems to me the time is right to send you some personal thoughts on the subject, however austere it may appear at first sight, for they will, I trust, help you to perfect rapidly your own judgment of men and conditions so that the short time you will devote to the Navy will be as well spent as possible.

First of all, don't make the mistake of supposing that commanding men is to be left to officers, commanding officers or admirals only. On the contrary, it has to be exercised at each level of the chain of command and concerns everyone, for several reasons.

First, a ship, whatever its size, is certainly a great mass of iron, an infinite number and variety of techniques; but above all it is a team that works together, and the time-honored term "crew" expresses that reality very well.

Next, each man coming into the Navy has the duty and the privilege of improving his qualifications and increasing his responsibilities in order to become a positive element necessary to the smooth functioning of the whole—which is entirely different from the essentially receptive attitude you rightly had as a student.

And in the final analysis, even for the man who remains an apprentice seaman all his life, the question is of vital importance for he is being commanded by others. So is everyone else, right up to the top.

The art of commanding men, or of leadership, does not of itself constitute a goal and he who exercises a parcel of authority in the Navy, whatever the echelon or the duration of his mandate may be, is not invested with an absolute or exorbitant power over his subordinates. His authority is necessarily and strictly limited to the task or the mission to be accomplished. These restrictions are admirably expressed in the proclamation made to the assembled ship's company when a new commanding officer is introduced. "You will obey him in everything he commands you to do for the good of the service, in accordance with Navy regulations, in due respect of the law and for the success of our country's arms."

Authority thus defined—and this applies to all echelons—has nothing in common with the authoritarian capriciousness of would-be despots. It is founded upon the necessity of conducting coherent action and to this end of conferring the power of decision upon one man, and it applies as well to any particular maneuver or operation as to the ship as a whole. Being invested with authority entails far more obligations than rights. I can even add that the obligations are imperative whereas the rights depend upon circumstances.



The first obligation is to know how to conduct yourself—if only for the example that you must set for others. Naturally, on this particular point no one can be perfect, but I can give you a few pointers that will help. To know how to conduct one's self—or to control and direct all one's faculties—implies, to begin with, that your conscience is lucid as to what you are, as to your possibilities and limitations; next, that you have a clear idea of the goal to attain; finally, that you undertake the course of action best calculated to reach your objective by using your own means to best advantage and by assuming full responsibility for the consequences of your acts. This general principle applies to a lone navigator, a mountain climber, a horseman, a fighter pilot, a student confronted with what appears to be an insolvable problem. Of course, if you set goals for yourself that exceed your capabilities, failure ensues, with more or less serious consequences. As a student you probably risked no more than a zero, but as a pilot or a driver the risk could be mortal.

Conscience and self-knowledge naturally lead me to make a few remarks about sense of responsibility. Here, too, be sure that everyone is concerned: sailors, non-commissioned and commissioned officers, those receiving and those giving orders. For every man has a job to fill in any organization, and that is particularly true on board naval vessels where there is quite literally no room for useless people. Consequently we all must be governed by the profound necessity to produce the required





result, then to report on what has been done; in other words, to carry through without seeking excuses or trying to shift responsibility to someone else.

If you are confronted with a task that exceeds your capabilities, your personal responsibility is not to hide your incompetence but to explain it frankly to the person who assigned you the job.

Conscience, self-knowledge, sense of responsibility are in my opinion essential to knowing how to conduct one's self, but that does not mean that other moral qualities are not also highly desirable. It is not necessary to remind you today of all that your parents have tried to inculcate in you since your childhood and if I listed them I am afraid you might not finish reading this letter.

It is now time to speak of conducting men—other men—for I hope you will be called upon to do so after a few months of service. If you have comprehended and have put into practice my preceding remarks, the exercise of authority, even at a modest echelon, will perhaps not be easy at first, but at least will be more readily defined and understood—and easier to assume.

You will be greatly aided in this respect by a body of rules and regulations, such as exists in all navies—and armies—throughout the world, that codifies discipline. It is often said that "discipline is the principal force of armies," and discipline will in fact enable you to exercise, from your first day of command, the authority that will have been conferred upon you. Even if I do repeat myself, let me point out again that the authority I am talking about is fundamentally contingent upon and derives its legitimacy from the task or mission to be accomplished.

As an example, if some day you find yourself aft control officer on a minesweeper, your authority over the personnel will be legitimated by the necessity to command and direct the action of a certain number of men

engaged in precise operations that can be hazardous in bad weather and heavy seas, because without a single source of command those operations could well be not only ineffective but also dangerous. You must exercise authority firmly, your orders must be precise and clear, which means that you will have learned and mastered in advance exactly what has to be done and how. You see now why I said earlier that conducting other men supposes that you know how to conduct yourself.

The above example also illustrates the fact that necessary authority must rely not only upon formal discipline but even more upon competence. Your personal competence will assuredly be rather shallow in the beginning, for true proficiency comes with knowledge and experience. If the former can be at least partially acquired in schools, the latter accumulates slowly through years of professional practice. That being said, you will undoubtedly be guided in the beginning by an experienced officer but you must also know how to rely upon the professionalism of your subordinates, and in the case mentioned above, upon that of the "bosun." To cultivate a paradox—for you won't find this in Navy regs—I would go so far as to say that competence precisely reflects the ability to learn from subordinates what must be known and I advise you never to hesitate to benefit from their knowledge and experience. You will soon see that this policy will not only increase your competence but will enable you to know your men better and in the final analysis will increase your authority.

In our day, when commanding men, it is essential not simply to give orders, but to take the time and trouble to explain them, to indicate the reasons and the expected result. You will in fact greatly appreciate being treated in that way yourself. Of course this will not always be possible and certainly not during action. Nor is it indispensable in the course of routine maneuvers with which all concerned are familiar. But it is of primary importance during instruction, training and practice, especially when men try a new task for the first time. Aircraft crews never take off without having been thoroughly briefed.

And their lives may very well depend on their having understood correctly what they were told, which brings me to mention a fundamental quality that unfortunately is not equally dispensed to all, and that is clarity. In the first place, clarity means that you have a clear, direct mind, that you have understood the objective to be attained and have considered the various means of doing so and that you have adopted the line of conduct best calculated to lead to success.

Your decision must then be communicated to the men who, under your direction, will carry out the operation, and that requires clarity of expression. Clarity of thought



and of expression go together, as Boileau aptly put it: "What is well conceived is clearly enunciated." However, things are not always that simple. Naturally there is no room for doubt in the case of standard, codified orders: "Let go" or "Bring it 10 degrees to port." But all activity on board ship cannot be directed by a few terse words taken from a standardized vocabulary, and orders must be expressed in clear, simple language that neither requires nor suggests interpretations. You are already undoubtedly aware that human relations are frequently fraught with ambiguity. Some people even cultivate it by profession—some diplomats, for example—and that is sometimes justified. Ambiguity must, however, be totally abolished from all aspects of the naval profession, as indeed from the military in general. As for you, be sure always to give clear instructions to your men and if you in turn do not understand orders you receive, don't hesitate to seek explanations.

Also remember that it is preferable to defer an order briefly to have time to think it over rather than to give an ill-considered order that will have to be canceled. Personally I have always felt a certain horror for canceled orders, either received or given, for they generally result from a lack of foresight and a confused mind. Leaders who repeat such errors rapidly lose the respect of their men.

You will probably notice that on board ship men are often called not by their personal names but by the title of their billet: "Lookout," "helmsman," "orderly," etc. This may be practical in action but I advise you to beware of this handy anonymity which is employed more frequently on big ships than on small ones where everyone knows everyone else. But just imagine trying to find the anonymous orderly on an aircraft carrier who delivered the message you gave him for operations to the sick bay because there, too, operations are performed! Also, the habit of anonymity definitely does dull the sense of personal responsibility of most men.

In the course of your naval service, you will probably be called upon to exercise permanent authority over a certain number of men. Your relations with them will be very different from those that prevail during action. They will be closer and are to be cultivated; you will learn to appreciate in each of them their own intelligence, sensitivity and personality which you are to respect as you would want your own to be respected.

You fortunately have an innate talent for entering into contact easily with other people, but don't forget that a young officer sometimes has difficulty in finding and following the fine line that separates excessive familiarity from haughty rigidity.

In this regard I believe it best to be natural and not try to play a role. The men detest pretense and they know very well how to distinguish between what is artificial and what is real. So be yourself and don't ever try "to shoot a line." Keep in mind that the most solid basis for human relations on board ship is the common task that unites one and all. Your men will judge you by the dedication and the determination with which you discharge your duties, and if you win their esteem, they will then place their confidence in you. Then only can your relations with them progress beyond the formal requirements of naval etiquette and discipline. For confidence has to be merited!

And you will merit it if you throw yourself into your duties with all the confidence, spirit and enthusiasm of your youth—and with the disarming smile that is yours.

I am going to stop here, my dear Henri-Jean, although, in spite of the length of this letter, the subject is far from being exhausted. I simply could not resist the desire and the pleasure of sharing these thoughts with you at a time when you are most apt to understand and appreciate them. I hope they will be useful to you during your brief naval career and undoubtedly later on as well. With all my love, I also send you my fervent wishes for your success in this demanding and magnificent vocation.

**Your father.**





# Bearings

## Briscoe Wins Battenberg

Norfolk, Va.-based destroyer USS *Briscoe* (DD 977) has copped the prestigious Battenberg Cup Award for fiscal year 1980, officially making it the best all-around operational vessel in the Atlantic Fleet.

Beating the USS *Dwight D. Eisenhower* (CVN 69) and USS *Baton Rouge* (SSN 689) for the honor, *Briscoe* became the 56th recipient to have its name inscribed on the silver-plated trophy that stands nearly 4 feet tall.

Battenberg Cup competition goes back to 1905, when the cup was presented by British Prince Louis of Battenberg to Rear Admiral Robley Evans, commander of the U.S. North Atlantic Fleet, as a token of appreciation for hospitality shown by Americans to his five-ship Royal Navy Armoured Squadron. The British ships had made port visits to Annapolis, Md., Washington, D.C. and New York.

The Battenberg—or British Challenge—Cup soon became an object of contention between American and British rowing crews from various naval vessels.

From 1905 to 1940, there were 52 challenges for the cup. The name of each winning ship was engraved on the trophy, along with the date of victory. Only one British rowing team managed to succeed in its challenge for the cup: HMS *Argyll*, reportedly rowing a boat borrowed from the battleship USS *Indiana* (BB 1), defeated a defending crew from USS *Illinois* (BB 7) in 1907.

Competition was interrupted during World War II and didn't resume until 1978 when Admiral Isaac C. Kidd Jr., then Commander in Chief U.S. Atlantic Fleet, brought back the cup as the prize for another type of competition: operational excellence within the Atlantic Fleet. Since then, the Battenberg has been awarded annually to the vessel and crew who turn in the most



outstanding performances in battle efficiency competition, operational readiness, morale, leadership, administration and community service.

*Briscoe's* selection caps a very busy and successful year. It won the battle efficiency "E" award among the destroyers in its squadron, Destroyer Squadron 10, as well as eight of 10

Captain Richard G. Murphy (left), CO of USS *Briscoe*, accepts the Battenberg Cup from Admiral Harry D. Train II, Commander in Chief U.S. Atlantic Fleet.

departmental efficiency awards. *Briscoe* has been a retention superstar for 30 consecutive months, winning its fifth retention "R" in a row, Retention Star and the Golden Anchor Award.

## VA-115 wins Golden Anchor

Attack Squadron 115 (VA-115) was named a winner of the Commander in Chief U.S. Pacific Fleet Career Motivation Award—the fleet's Golden Anchor.

The squadron, embarked on the aircraft carrier USS *Midway* (CV 41), is stationed at the U.S. Naval Air Facility, Atsugi, Japan.

Admiral D.C. Davis, commander in chief, U.S. Pacific Fleet, said that the squadron's "sponsor, indoctrination,

educational and counseling programs are evidence of a pervasive commitment Attack Squadron 115 has for its people. The career motivation displayed by Attack Squadron 115 sets a high standard for all squadrons in the Pacific Fleet Naval Air Force."

VA-115 has operated extensively in the Indian Ocean while embarked on *Midway* and has made five such deployments since October 1977.

—By JO2 Tom Miller



## Mark of Pride

Amphibious assault ship USS *Tarawa* (LHA 1) shows off a 20-foot-high stamp of pride on its superstructure. Returning to San Diego after a six-month, 35,000-mile deployment to the Indian Ocean, *Tarawa* echoes—quite obviously—the “pride and professionalism” theme being emphasized worldwide by Navy commands. LHA 1, an element of Amphibious Squadron Seven, served as flagship for an amphibious ready group patrolling the Indian Ocean at the time of the American hostages’ release from Iran.

—Photo by Lt. Cmdr. Mark Baker



## A Special Memory

While at Bremerhaven, West Germany, as part of the NATO Standing Naval Force, USS *Claude V. Ricketts* (DDG 5) received a nostalgic visit from 30 former members of its crew.

These particular crew members, however, are not U.S. sailors nor have they ever been U.S. citizens. They came to Bremerhaven from all over Germany and for most it was the first time they had seen *Ricketts* in 16 years.

The sailors were members of the Federal German Navy contingent of

the original NATO mixed-manning demonstration which originated in June 1960 when then Secretary of State Christian Herter introduced the concept of the multilateral force to members of the NATO council.

Interest in his proposal of a jointly shared and jointly controlled fleet was expressed by the Federal German Republic, Belgium, the Netherlands, Turkey, Italy, Greece and the United Kingdom. The demonstration began in June 1964 and ended in December 1965.

*Ricketts* served as the demonstration ship for the 18-month program and

hosted a crew complement of 50 percent foreign navy men, with the remainder being U.S. sailors.

The German sailors, who recently toured the 18-year-old *Ricketts*, felt very much at home and made the point that nothing had really changed aboard since the 1964 mixed-manning cruise, except for some equipment.

Following the visit, a reception was held at the local petty officers club where the Germans and their *Ricketts*' counterparts spent the evening telling sea stories, singing German songs and enjoying themselves.

## Cutaway Engine

General Electric has presented the Naval Academy with a full-scale cutaway of an LM2500 marine gas turbine engine which will be used for training midshipmen in fundamentals of gas turbine ship propulsion. O.R. Bonner, vice president and general manager of the marine and industrial engine division of GE, made the presentation to Vice Admiral William P. Lawrence, superintendent of the academy. The cutaway is the same model as the gas turbine engine which powers *Spruance*-class destroyers. Engines of this type will be used quite extensively in surface combatant ships of the future.





# Bearings

## Atomic Clock

The Naval Research Laboratory's historic clock, the Hydrogen Maser I, was presented recently to the Smithsonian National Museum of American History to become part of an exhibit on the history of atomic clocks.

The precision timekeeper, working in conjunction with a "sister" maser clock, was once noted in the *Guinness Book of World Records* as "the most accurate time-keeping device in the world"—to within one second per 1.7

million years.

Maser I was installed at the laboratory in 1963 and operated until 1975 as a precise time reference for a number of disciplines and projects at the lab and throughout the world.

During its years of operation at NRL in Washington, D.C., the atomic clock was in operation 99 percent of the time and required only minor equipment replacement. Scientists involved in the maser research indicate that this may be an operational record for clocks of this nature.

In 1972 the Naval Observatory called on NRL's Hydrogen Maser I as a frequency reference when the observatory changed its frequency standard based on the earth's rotation to atomic clock standards.

The clock was also used in worldwide time transfer experiments and as an incentive for developing many of the time-ordered systems currently in use by the Navy's Fleet Satellite Communication System. The establishment of precision atomic standards by NRL also led to the development of the inexpensive but highly accurate crystals used today in wristwatches and color televisions.



## Touching an Angel

If one can't see or hear, the sense of touch means everything. In this International Year of Disabled Persons, 8-year-old Casey Cook, who is blind and deaf, didn't allow his handicap to dim his enthusiasm for the Blue Angels and their acrobatic planes. When Blue Angel Lieutenant Kevin Miller visited the Pacific Missile Test Center at Point



Mugu, Calif., he held Casey aloft to get a feel for a Blue Angel TA-4 Skyhawk. The Blue Angel air show at Point Mugu is slated for Oct. 31 and Nov. 1.

—Photo by PH3 Chris Holmes

## Baker's Dozen

A baker's dozen of sailors, ranging from a third class petty officer to chief petty officers, earned the Navy's enlisted surface warfare specialist insignia during USS *Rathburne's* (FF 1057) deployment to the Western and South Pacific.

In two months, 13 crewmen earned the enlisted designation through the ship's nightly lecture program and by passing an oral board. The lecture program covered all the areas of shipboard routine; qualified sailors conducted the training. Each lecture was followed by a question and answer session and crewmen were signed off on the qualification covered.

*Rathburne's* baker's dozen are Chief

Quartermaster Robert Ortega, Chief Sonar Technician Sheldon Yap, Navy Counselor First Class Ralph Burkhart, Radioman First Class Robert Grefe, Radioman First Class William Morgan, Yeoman First Class William Laudeman, Engineman First Class Edgardo Hopida, Hull Technician First Class Kevin Janik, Machinist Mate First Class Charles Jaeger, Boiler Technician First Class Marion Sample, Mess Specialist First Class James Pope, Fire Control Technician Second Class David Wernig and Yeoman Third Class Edward McNamara.

Petty Officers Wernig and McNamara had the added distinction of being the first of *Rathburne's* second and third class petty officers, respectively, to qualify on board.



## YMCA Still Serves



They were praised by President Lincoln for their efforts during the Civil War and credited by General Pershing with 90 percent of the service work with American troops during World War I. Following World War II, President Eisenhower said theirs was "a major contribution to our national security." Today, after 120 years of service, Armed Services YMCA units throughout the United States and overseas still

continue their remarkable work. They reach not only service members but families as well.

Soon after the outbreak of the Civil War, various units of YMCAs joined together as a means of giving spiritual and physical comfort to military men. It was to become the first large-scale civilian volunteer service to America's military people; nearly 5,000 volunteers were sent out to battlefields, hospitals, military camps and prisoner-of-war compounds in both the North and the South.

With the onset of World War II, the YMCA played a major role in forming the USO and operated hundreds of that organization's centers. Other service included its War Prisoners Aid Program, through which the Y served thousands.

Whether at camp, on the battlefield or behind barbed wire—or in years of peace—the YMCA was there to serve members of the armed forces. Meeting their needs and interests and those of service families on a face-to-face basis remains just as important today as it did when it all began 120 years ago.

Service people automatically are members of the Armed Services YMCA which focuses on junior enlisted people, both single and married. The family services activities are a relatively new addition to the organization.

Today there are 52 operating units of the Armed Services YMCA including branches and their satellite outreach centers in the United States and overseas. In every unit, the volunteer spirit prevails.

Recently, at a celebration party in San Diego, two Navy officers were cited for their outstanding leadership and volunteer activities. Rear Admiral Justin E. Langille III, Commander Naval Base, San Diego, was named outstanding Military Volunteer for 1980 while retired Captain Paul J. Hartley Jr., a member of the San Diego Armed Services YMCA Board of Management since 1977, was named Civilian Volunteer for 1980. Their dedication is an example of the work of volunteers which has enabled the Armed Services YMCA to carry on its important work.

## Pax River's Put-Puts

What's white with a blue stripe, just barely larger than a breadbox, scurries about at up to 60 mph, doesn't use gasoline, sounds on the outside like

whispered secrets but on the inside like an Arab sheik bemoaning the loss of oil revenue? The answer is a Patuxent River electric van.

The mini vans began three years of active duty in April as part of a joint

Navy-Department of Energy project to evaluate electric engines and find ways of conserving petroleum. On the outside, the pint-sized vehicle looks like a standard van that shrunk. Except for two gauges on the dashboard, the interior looks like the interior of any gasoline-powered vehicle. But the vans are powered by 17 six-volt batteries. A charger converts electricity from an electrical outlet to recharge the batteries at the end of each day, a process that takes between eight and 16 hours.

According to Garyl Smith, manager of the Navy's electric car program, "The car should be easier to maintain. The electric engine has only one moving part—the armature—whereas a gasoline-driven engine has hundreds."

After the three-year trial and reporting period, the vans should become part of the Pax River vehicle inventory.





# Reservists Capitalize on Training

"All this training and, finally, I am able to use it. We really are doing our part in national defense," said Naval Reserve Chief Petty Officer John Sevco. Sevco was talking about his January tour in Iceland with reserve squadron VAW-88.

He is a quality assurance representative with the squadron. In civilian life he is an electronics engineer. "Despite the weather and long working hours, it was a good assignment," he said.

Reserve squadrons VAW-78 and VAW-88 returned home in February after a month-long deployment to the NATO base in Keflavik, Iceland. They provided E-2B *Hawkeye* airborne radar coverage in the vicinity of the strategically located North Atlantic island nation.

The crews of the reserve squadrons were afforded the chance to use their training when they were called upon to relieve VAW-124. That squadron was

deployed to Germany in December 1980 to relieve an Air Force squadron; VAW-78 deployed to Iceland from NAS Norfolk, Va., while VAW-88 came from Miramar NAS near San Diego. For the reservists, taking an active part in actual missions provided the opportunity to use their training and skills in a meaningful manner.

Lieutenant Commander William Ridge is a pilot with VAW-88. As a civilian he is a non-flying systems analyst but still has to meet the same flying qualifications as a regular Navy pilot. He said, "I looked forward to coming to Iceland as a great adventure. Also, I knew I'd be working in actual situations which is really the way to capitalize on training."

While in Iceland the squadrons provided airborne radar support to detect, track and determine vectors of Soviet and unidentified aircraft in the area. Iceland is in an ideal position in the North Atlantic Ocean to monitor the critical air and sea lanes linking North America and its European partners.

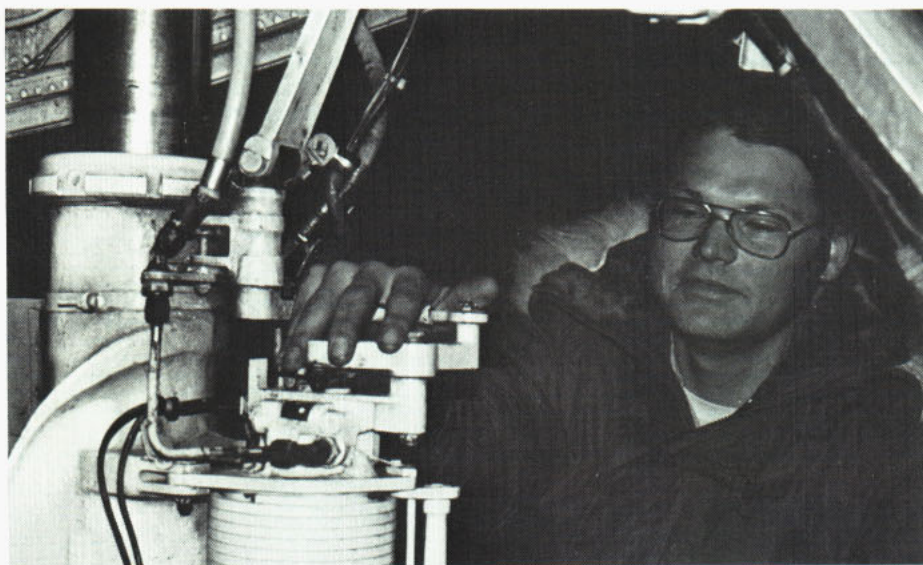
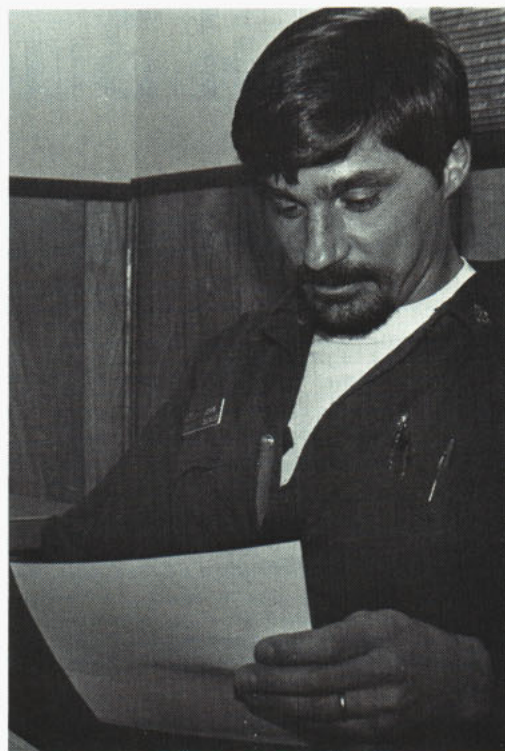
Units from the Iceland Defense Force NATO base include Navy P-3C *Orion* planes which monitor submarine and surface shipping and Air Force F-4E *Phantom* fighters which intercept unidentified aircraft nearing Iceland and also provide fighter support for the defense force. Ground radar sites supplemented by the airborne radar of the reserve squadrons' *Hawkeyes* provide long-range capability.



*An E-2B Hawkeye is towed to the hangar after a routine mission to the NATO base at Keflavik, Iceland.*



*Clockwise from right: CPO John Sevco reviews a maintenance form in the Quality Assurance Center of VAW-88. Air frames chief Jack Murray inspects a Hawkeye for possible defects. AN Brian Guse checks the hydraulic system on the landing gear of a VAW-88 aircraft. VAW-88's ground crew readies an E-2B aircraft for flight.*



The island, with a population of only 223,000, has no standing military force. Known as the land of "frost and fire," Iceland is a 1,100-year-old island nation of hearty Nordic people who live with glaciers, periodic volcanic eruptions and rugged shorelines. During the summer, temperatures reach the 60s and in winter they drop as low as zero. High winds can make the temperature feel much lower in the winter months.

Airman Brian Guse summed up the feelings of many squadron members when he said, "Iceland turned out to be more or less like any other place

after I got used to it. I expected a harsher climate but, of course, after California it does seem cold."

The Icelandic government invited the United States to establish the Iceland Defense Force in 1951 when a defense agreement between the two countries was developed in conjunction with the island's commitment to NATO. Today, some 5,000 U.S. military men, women and dependents live and work at Keflavik in support of the U.S.-Icelandic NATO commitment. VAW-78 and VAW-88 were an active part of that commitment.

—By JO2 Frank Fisher



# Mail Buoy

## USS Gudgeon

SIR: All Hands of December 1980 notes that USS *Triton* (SSN 586) was the first submarine to circumnavigate the globe. This is in error; although *Triton* properly claims title as the first submarine to circumnavigate submerged, USS *Gudgeon* (SSAG 567) circled the globe before her and was the first U.S. submarine to do so.

*Gudgeon* sailed from Pearl Harbor July 8, 1956, and returned Feb. 15, 1957, after a journey of 23,411 miles. She operates from San Diego as a unit of Submarine Group Five and is the Navy's oldest submarine in commission.—Cmdr. John L. Byron, Commanding Officer, USS *Gudgeon*

◆ *Thanks for setting us straight. Invariably we run into trouble whenever we use words like "first," "oldest" and similar terms.*—ED.

## Reunions

◆ **Fighter Squadron 21/64**—All in squadron 1955-1965 interested in reunion in San Diego, summer of 1981, contact H. F. Paysinger, PO Box 204, Imperial Beach, Calif. 92032.

◆ **USS Murray (DDE 576) (1951-55)**—Anyone interested in reunion contact Louis A. Smelko Sr., 660 North Tamiami Trail, Naples, Fla. 33940; telephone (813) 262-4443 or 775-3073.

◆ **USS Dixie (AD 14)**—Anyone who served from 1955-1959 in San Diego and in Western Pacific, contact James Thatcher, 2361 Grove Ave., San Diego, Calif. 92154.

◆ **USS General W.A. Mann (AP 112)**—Anyone who served in the Pacific area, 1944-1946, contact Frank L. Reed, 126 Dill Ave., Perkasio, Pa. 18944; telephone (215) 257-4789.

◆ **USS Braine (DD 630)**—Reunion proposed for shipmates (East Coast service during Korean era). Contact Ed Seneff, Box 663, Waldorf, Md. 20601; telephone (301) 645-1182.

◆ **USS La Valette (DD 448)**—1942-1945 shipmates sought to form reunion committee. Contact Patrick F. Dunn, 29 Wilson Place, Belleville, N.J. 07109.

◆ **USS Baltimore (CA 68)**—Fifth reunion in August 1981, in Virginia Beach, Va. Contact Earl Harding, 187 Clever Road, McKees Rocks, Pa. 15136.

◆ **USS LST 372 IM**—Reunion Aug. 29, 1981, in Indianapolis. Contact Wayne Foran, Bement, Ill. 61813.

◆ **MINDIV 112 and MINDIV 113, MINRON 11**—Reunion Sept. 19-20, 1981, in Long Beach, Calif. Contact George Hertel, 7536 Katella Ave., Stanton, Calif. 90680; telephone (714) 898-6651 or (714) 637-9147.

◆ **USS Quincy**—Reunion Sept. 18-20, 1981, in Oklahoma City. Contact Albert Levesque, 46 Foster St., Pawtucket, R.I. 02861.

◆ **Submarine Veterans of World War II**—27th annual reunion, Sept. 16-20, 1981, in Sacramento, Calif. Boat reunion coordinators should contact John Maguire, 10 Blvd. Terrace, Novato, Calif. 94947; telephone (415) 897-6249.

◆ **USS Pintado (SS 387)**—Reunion at Annual Reunion of Submarine Veterans of World War II, Sept. 16-20, 1981, in Sacramento, Calif. Contact John Maguire, 10 Blvd. Terrace, Novato, Calif. 94947; telephone (415) 897-6249.

◆ **USS Croaker (SS 246)**—Reunion at Annual Reunion of Submarine Veterans of World War II, Sept. 16-20, 1981, in Sacramento, Calif. Contact Victor L. Lee Jr., 5116 Old Atlanta Highway, Suwanee, Ga. 30174.

◆ **USS Skate (SS 305)**—Reunion at Annual Reunion of Submarine Veterans of World War II, Sept. 16-20, 1981, in Sacramento, Calif. Contact Arnold Lee, 1412 Las Lonitas Circle, Sacramento, Calif. 95831; telephone (916) 421-7975.

◆ **VB-103, 105, 110 or 114, Patsy, Faw-7**—Reunion for those stationed in Dunkeswell, England, (1942-45) Sept. 11-12, 1981, in Minneapolis. Contact Lt. Donald Schierenbeck, 3710 N. Abbott, Robbinsdale, Minn. 54422.

◆ **USS Wharton (AP 7)**—Reunion Sept. 17-20, 1981, in San Francisco. Contact George H. Howlett, USS *Wharton* Associates, 110 Central Ave., Malden, Mass. 02148.

◆ **PT boat squadrons**—Reunion for those who served in PT boat squadrons or were connected with PT boats, Sept. 3-7, 1981, in Nashville, Tenn. Contact P.T. Boats, Inc., PO Box 109, Memphis, Tenn. 38101; telephone (901) 272-9980.

◆ **USS Seahorse (SS 304)**—Reunion Sept. 16, 1981, at the Sub Vet World War II Convention in Sacramento, Calif. Contact Paul E. Alexander, 87 Greenbrier Drive, Oroville, Calif. 95965; telephone (916) 589-1126.

◆ **USS Savannah (CL 42)**—12th annual reunion, Sept. 11-13, 1981, in San Diego. Contact Murray C. Flanders, Route 1, Box 179, Spanish Fort, Ala. 36527.

◆ **USS Plaine (SS 390)**—Reunion in conjunction with the National Convention of U.S. Submarine Veterans of World War II, Sept. 16-20, 1981, in Sacramento, Calif.

Contact William R. Flippin, 6005 Fairland Drive, Kansas City, Mo. 64134; telephone (816) 763-3131.

◆ **USS Charrette (DD 581)**—Seventh reunion, Sept. 4-6, 1981, in Pittsburgh. Contact J.T. Rouzer, 109 Owens Road, Coraopolis, Pa. 15108; telephone (412) 264-8335.

◆ **USS Harding (DD 625/DMS 28)**—Reunion Sept. 18-20, 1981, in Springfield, Pa. Contact G. Taylor Watson, Box 13A, McDaniel, Md. 21647; telephone (301) 745-9725.

◆ **USS Hollis (DE 794/APD 86)**—Third annual reunion Sept. 16-19, 1981, in San Diego. Contact Will Loezell, 124 S. Topo St., Anaheim, Calif. 92804; telephone (714) 826-7382.

◆ **USS Balch (DD 363) and USS Porterfield (DD 682)**—Sixth annual reunion Sept. 6-11, 1981, in Bellingham, Wash. Contact Sam Thomas, SR-5 Box 3, Ely, Nev. 89301 or George Marcotte, 219 S. Western Ave., Los Angeles, Calif. 90004.

◆ **USS Metcalf (DD 595)**—Reunion Sept. 11-13, 1981, in Kansas City, Mo. Contact John M. Chittum, 350 S. Walnut St., Huntington, W.Va. 25705; telephone (304) 523-6963.

◆ **USS Sabine (AO 25)**—Fourth reunion Sept. 17-19, 1981, in Kansas City, Kan. Contact Dick Fahler, Box 31, Star City, Ind. 46985.

◆ **USS Sealion I (SS 195) and II (SS 315)**—Reunion Sept. 16-20, 1981, in Sacramento, Calif. Contact Frank W. Gierhart, 6063 Pawnee Drive, Cincinnati, Ohio 45224 or Kenneth G. Mallough, 2461 Diane Drive, El Sobrante, Calif. 94803.

◆ **82nd Seabees (World War II)**—Reunion Sept. 25-27, 1981, in Charleston, S.C. Contact James J. Rowland, PO Box 463, Sullivan's Island, S.C. 29482; telephone (803) 883-3140.

◆ **USS Hoe (SS 258)**—Reunion sometime during the national convention, Sept. 16-20, 1981, in Sacramento, Calif. Contact Louie Sardo, 1416 Glendale St., Lakeland, Fla. 33803; telephone (813) 683-4330.

◆ **USS Waller (DD 466)**—Reunion for World War II crew, Sept. 3-7, 1981, in St. Louis. Contact William J. Olvany, telephone (314) 821-8613.

◆ **USS Saratoga (CV 3)**—30th annual reunion Sept. 11-13, 1981, in Charleston, S.C. All former Navy and Marine Corps shipmates or air groups and CV 60 shipmates should contact Jack T. Welch, 105 Greengate Lane, Spartanburg, S.C. 29302.

◆ **USS Philadelphia (CL 41)**—18th annual reunion Sept. 13-18, 1981, in San Diego. Contact Frank Amoroso, 93 Dunbar St., Somerset, N.J. 08873; telephone (201) 545-1475.



# Stern Shots

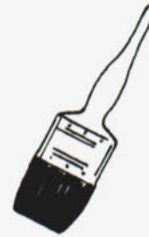
A common tool used by sailors in ship maintenance is the paint brush. Just like any tool, using the right one for the job is important. Smooth and even painting depends as much on a good paint brush as on good paint. Identify the following paint brushes:



1.



2.



3.



4.



5.



6.

A. Flat

B. Lettering

C. Sash Tool

D. Painter's Dusting

E. Fitch

F. Flat Varnish

**Answers: 1-D; 2-B; 3-F; 4-C; 5-E; 6-A**

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A photograph showing the silhouettes of several fishing boats with their masts and rigging against a bright, hazy sunset sky. The boats are in the water, and their forms are reflected on the surface. The text is overlaid in the bottom left corner.

**Kings Bay**  
• See page 12